

PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT-STOCK COMPANIES.

FRIDAY.

Railways (Ireland).—Order for committee thereupon read; paragraph in report from the select committee on railway bills in session 1836, read as follows:—"With regard to Ireland, where no great lines have hitherto been commenced, it is possible that some assistance may be afforded by the Board of Works, and your committee have received from His Majesty's Government a memorial presented to Viscount Melbourne by a great and influential body of Irish proprietors, desiring a general survey, with a view of marking out the best lines in that country. But although it may not be inexpedient to direct that some aid should be given by the abovementioned board in assisting in surveys of lines, at the request of the parties interested, and at their expense, your committee cannot recommend that the Government should undertake the responsibility of deciding upon the points between which railway communication should be undertaken, or entering upon the extended survey, which seems to be desired."—Matter considered in committee.

Motion made, and question proposed, "That Her Majesty be enabled to authorise the Eschequer Bills to an amount not exceeding £2,500,000, to be made out by direction of the Lords Commissioners of the Treasury, and to be by them advanced for the construction of a railway or railways in Ireland, the sum so advanced being secured, and the interest and sinking fund to be secured on the profits of the works, the deficiency, if any, being provided for by an assessment on the several districts through which such railway or railways may be carried, or which may be benefitted thereby;"—question put; committee divided; ayes 144, noes 100.—Resolution to be reported.

Dean Forest Railway.—Petition of Sir Thomas Crawley Bovey, baronet, and others complaining of non-compliance with the standing orders; referred to the select committee on petitions for private bills.

Ballochney.—Petition for bill reported; and bill ordered to be brought in by Mr. Lockhart and Mr. Dennistoun.

Blomannon Railway.—Petition for bill reported; and bill ordered to be brought in by Mr. Lockhart and Mr. Dennistoun.

Railways (Ireland).—Five petitions for consideration of several proposed lines of railway in Ireland; ordered to lie on the table.—Two petitions for appointing a committee to determine the best lines; ordered to lie on the table.—Petition for carrying into effect the reports of the commissioners; ordered to lie on the table.

MONDAY.

Preston and Wyre Railway.—Bill read second time, and committed.

Manchester and Leeds Railway.—Petition for bill reported; report ordered to lie on the table.

Manchester and Birmingham Railway.—Petition for bill reported, and bill ordered to be brought in by Mr. Bontle Wilbraham and Lord F. Egerton.

Great North of England Railway.—Petition for bill reported; report referred to select committee on standing orders.

Blomannon Railway.—Order for bill (1st March) read, and discharged; report recommended to select committee on petitions for private bills; leave to committee to sit and proceed thereupon to-morrow.

Great Western Railway.—Bill "to amend the Acts relating to the Great Western Railway, and to raise a further sum of money for the purposes of the said undertaking;" presented; read first time; to be read second time.

North Midland Railway.—Bill "to alter the line of the North Midland Railway, and to amend the Acts relating thereto;" presented; read first time; to be read second time.

Railway Commission (Ireland).—Return presented, showing the expenditure of the commission (ordered 12th of February); ordered to lie on the table.

Railways.—Address for "Return of all bye-laws made under the authority of any Acts relating to railroads, imposing penalties upon any persons other than those in the service of the said company."

TUESDAY.

Herefordshire and Gloucestershire Canal.—Petition for bill reported; report referred to select committee on standing orders.

Birmingham Canal.—Petition for bill reported; report ordered to lie on the table.

Bristol and Gloucestershire Railway.—Petition for bill reported, and bill ordered to be brought in by Mr. P. Miles and Mr. H. Hoje.

Croydon, Mertham, and Godstone Railway.—Petition for bill reported, and bill ordered to be brought in by Capt. Alanger and Mr. Kemble.

Stafford's Patent.—Petition for leave to present a petition for bill reported; leave given as desired.

Rhymney Iron Company.—Petition for bill reported; report referred to select committee on standing orders.

Manchester and Leeds Railway.—Report (4th March) from select committee on petitions for private bills read; bill ordered to be brought in by Lord Stanley and Mr. M. Phillips.

Railways (Ireland).—Return [presented 4th March] to be printed.

WEDNESDAY.

London and Birmingham Railway.—Bill read second time and committed.

Preston and Wyre Railway and Harbour, and Preston and Wyre Dock.—Petition for bill reported; and bill ordered to be brought in by Sir H. Fleetwood and Mr. W. Patten.

Anti Dry-Rot Company.—Petition for bill reported; report referred to select committee on standing orders.

Birmingham and Gloucester Railway.—Petition for bill reported; report referred to select committee on standing orders.

Birmingham Canal.—Report (5th March) from the select committee on petitions for private bills, read; bill ordered to be brought in by Lord Viscount Ingestre and Sir E. Wilmot.

London and Birmingham Railway Bill.—Petition against; referred to committee on the bill; counsel ordered.

THURSDAY.

Liverpool East-India Warehouse Company.—Petition for bill reported; report referred to select committee on standing orders.

Protestant Dissenters Assurance Company.—Petition for bill reported; report referred to select committee on standing orders.

North Union Railway.—Petition for bill reported; report referred to select committee on standing orders.

London and Southampton Railway (Portsmouth branch) Bill.—Five petitions in favour; ordered to lie on the table.—Bill read second time; and committed to Mr. Shaw Lefevre and the South Hants list.—Two petitions against; referred to committee on the bill.

Dean Forest Railway.—Petition complaining of non-compliance with the standing orders; referred to select committee on petitions for private bills.

Bristol and Gloucestershire Railway.—Bill "for altering and extending the line of the Bristol and Gloucestershire Railway, and for amending the Acts relating thereto;" presented; read first time; to be read second time.

Great Central Irish (Celtic) and Mullingar Railway.—Petition for further enlarging the time for presenting a petition for a bill; referred to select committee on petitions for private bills.

Railroads (Ireland).—Petition from Dublin (Lord Mayor), for facilitating intercourse in Ireland, by means of railroads; ordered to lie on the table.

Manchester and Leeds Railway.—Bill "for extending and for altering the line of the Manchester and Leeds Railway, and for making branches therefrom, and for amending the Acts relating thereto;" presented; read first time; to be read second time.

FRIDAY.

Standing Orders Committee.—Resolutions reported:—

1. That, in the case of the Wyre and Eastington Canal and Birmingham Canal petition, the standing orders ought not to be dispensed with.

2. That, in the case of the Great North of England Railway petition, the parties be permitted to proceed with their bill, on inserting therein a clause to exclude from its operation those parties to whom application has not been only made.

3. That, in the case of the Herefordshire and Gloucestershire Canal petition, the parties be permitted to proceed with their bill, on giving notice forthwith for three successive weeks in some newspaper of the county of Gloucester.

4. That, in the case of the Rhymney Iron Company petition, the parties be permitted to proceed with their bill, with the exception of that part which would give them a power to sue and be sued, on giving forth with the notices prescribed for bills in Class No. 1.

5. That, in the case of the Birmingham and Gloucester Railway petition, the parties be permitted to proceed with their bill, with the exception of that part which relates to the proposed extension line of railway from Gloucester to the Berkeley Canal; and that the committees on this and the three preceding bills do examine, in the first place, how far such orders have been complied with, and also report the same to the House on the report of the bill.

The second, third, fourth, and fifth resolutions agreed to.

GRAND NORTH BRITISH RAILWAY.—The promoters of this great national undertaking are, we are glad to observe, publishing notices of their intention to apply to Parliament for powers to enable them to carry the works into execution. From this we find the intended railway is to "commence on ground situated in the parish of South Leith, and county of Edinburgh," and "will terminate at or upon a part of the town moor belonging to the corporation of Newcastle-upon-Tyne, situated in the parish or parishes of St. Andrew, in the parish of St. Nicholas, Newcastle-upon-Tyne, and near to the opening between certain streets or places called Chancery Place and Eldon Street or Place." We presume that a junction will be effected from this point with the Great North of England Railway and the Newcastle and Carlisle Railway.—*Tyne Mercury.*

PROCEEDINGS OF PUBLIC COMPANIES.

TREVORGUS MINING COMPANY.

On Wednesday, the 6th inst., a special general meeting of the proprietors was held at the office of the company, pursuant to public advertisement, for the purpose of determining upon an increase of capital, or the immediate dissolution of the company; and on the following day a second special general meeting was also held at the same place, for the purpose of confirming such resolutions as might have been passed at the first meeting.

JAMES WALL, Esq., in the chair.

The CHAIRMAN addressed a few words to the meeting, explanatory of the objects of the directors; and, from a report laid before the meeting, it appeared, that the additional capital recommended by the committee of shareholders appointed at the last general meeting had not been paid upon, as promised and expected; that, notwithstanding, the directors had proceeded as rapidly as possible in carrying out the recommendations of Captains Middleton, Teague, and Rodda, who reported upon the mine immediately preceding that meeting. That the objects particularly recommended by those captains, to sink the engine-shaft another ten fathoms, viz., to the forty, and the intersection of the lode at that level, had been nearly carried into effect; that they were at the forty fathom, and within about three fathoms of the lode there. That of 2500 shares proposed to be created by the committee, only 985 were taken, and paid upon, and that the directors were then in advance, and liable for sums exceeding 1000*l.*; they, therefore, requested the meeting to adopt some resolution to enable them to prove the lode at the thirty fathom (which was cut last week), and to complete the cross-cut at the forty fathom, and to drive a few fathoms further on it, when ample proof would be afforded of the value of the mine, and the prospect it offers of making a remunerating return to the shareholders.

After some discussion amongst the shareholders present, the following resolutions were agreed to:—

That, in accordance with the conditions of this company, the capital thereof be increased *il. per share*—*5*s.** per share to be paid on the 30th inst., and the second instalment of *5*s.** to be paid on the 20th day of April next, the remaining *10*s.** to be called for (if required) at such periods as may be appointed by a special general meeting, to be called for that purpose.

That the directors be requested to forfeit all shares on which the above instalments be not paid on the day fixed, and appointed for that purpose.

That the resolutions agreed to at the meeting of proprietors, held on the 6th inst., be now confirmed.

A vote of thanks having been passed to the chairman and directors, the meeting adjourned.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

The annual general meeting of this association was held on Thursday, the 7th inst., at the London Tavern.

JOHN SHORE, Esq., in the chair.

The directors who went out of office by rotation, namely, J. L. Goldsmith, Esq., Thomas Gibson, Esq., and John Wray, Esq., were unanimously re-elected, as was also H. J. Brooke, Esq., as auditor.

Thanks having been voted to the chairman, the meeting separated.

WEST CORK MINING COMPANY.

A general half-yearly meeting of the proprietors of this company took place on Thursday, the 7th inst., at their offices, New Broad-street-cour.

MR. WARRER in the chair.

The SECRETARY having read the advertisement convening the meeting, the CHAIRMAN having informed them that the absence of their managing director, Mr. Vigers, was occasioned by illness, proceeded to state the business of the day, viz., to elect four directors and two auditors, and to confirm the minutes of the last meeting.

The SECRETARY read the minutes of the last half-yearly general meeting, held at the London Tavern on the 2d August last, and also the balance-sheet to the end of December last; and it being moved and seconded—"That the same be confirmed," the motion was carried unanimously.

The CHAIRMAN then stated, that as only three gentlemen had been put in nomination for the vacancies in the direction, only three could be elected, and he, therefore, proposed Messrs. Wetton, Baker, and Hanson, as directors, and Messrs. Holborn and Patrick, as auditors, which was seconded and carried unanimously.

A PROPRIETOR having inquired if it was not usual for the directors to prepare a report to lay before the proprietors?

The CHAIRMAN said, that as the works in Ireland were in *status quo*, waiting the result of the legal proceedings now pending, there was no report to make on that head—and with regard to those proceedings, the shareholders, he believed, were pretty generally apprised of their nature, and that an appeal from the judgment of the Lord Chancellor of Ireland had been prepared, and would be prosecuted with the utmost vigour. The formal business of the meeting being now over, the directors would be happy to answer any questions which proprietors might ask, and give any information in their power.

The Rev. Mr. KNAPP considered the directors ought to show good grounds for their appealing to the House of Lords from the decision of the Chancellor of Ireland; the company had now been so long involved in expensive and vexatious litigation, month after month, and year after year, that he really thought it desirable that some means should be adopted to bring the matter to an amicable conclusion. He was sure there was an opening for reconciliation on the part of the adverse party, and he not only spoke his own sentiments, but those of Mr. Pownall, Mr. Phillips, and other gentlemen with whom he was connected, when he stated that he had no doubt if a committee was formed, either from among the proprietors or the directors, to make inquiries as to the best mode of proceeding, and enter into communication with the opposing party, a reconciliation might be effected, and the company relieved from their present uncertainty, and placed in a position to resume the working of their mines.

MR. WETTON asked the reverend gentleman if he was authorised to make any offer of this description to the meeting?

MR. KNAPP said he was not; he had never communicated either directly or indirectly with any party; it was a suggestion of his own, as he was anxious for the welfare of the company, and thought it to its interest to end this litigation as soon as possible.

The CHAIRMAN said, he thought the very wording of the Chancellor's judgment left them no other alternative than the appeal in question; he read the first paragraph—"I find little difficulty in giving judgment in this cause, as I have no doubt, from the magnitude of the interests involved, that my decision will go before a higher tribunal"—this, he thought, was of itself sufficient to show he had but little confidence at the time, even in his own judgment, and the directors would not be doing their duty to the company, without going to the last resource to recover their rights, and he felt little doubt as to a successful result.

MR. WETTON said, the directors were certainly not in a position to make any concession to the opposing party, as that would be acknowledging the company in the wrong, and giving up every chance to their opponents; if any chance of reconciliation had ever existed (which he much doubted), the time at all events had now gone by; here they were, with the decision of the Chancellor of Ireland against them, and were now called upon by the reverend gentleman to acknowledge the defendant's right, and give up the only chance left them of recovering the property of the company; if any offer was made, by any person or persons authorised by Lord Audley, the directors would certainly give it their best consideration, and set in the most advisable manner for the benefit of the company, having in view the termination of the present proceedings, provided the directors could bring it about on equitable and honourable terms—but further than this he thought they could not go.

MR. GREEN thought that at present Lord Audley had the whip-hand of the company, and it was certain while asperities existed between the two parties, as at present, no offer was likely to be made by either; he deprecated the present appeal to House of Lords, as vastly increasing the expense, without sufficient grounds to hope for ultimate success, and he called upon them to consider in what situation they would be placed, should this decision also coincide with that of Lord Plunket, awarded in the whole of the costs, and liable to be called upon for a sum of about £60,000. He earnestly hoped the directors would take the matter into their serious consideration, and endeavour to come to some arrangement with the parties.

MR. DAVIES, who said he had only heard of the meeting about two hours ago, also took the same view of the case, and was sure there was

a desire on the part of Lord Audley to bring the matter to an amicable arrangement.

MR. SPARKE said, with reference to the hint which had been thrown out by the Rev. Mr. Knapp and Mr. Green, of the appointment of a committee of the shareholders to confer with Lord Audley, or some respectable parties on his behalf, it was his impression, and he believed that of the shareholders at large, that no persons were so competent to undertake the management of any such negotiation as the present directors, possessing as they did the confidence of the shareholders.

MR. WETTON made allusion to the fact, that both the Rev. Mr. Knapp and Mr. Green had, from the very commencement of the legal proceedings, been actively connected with Mr. Pike and his party, and therefore any suggestion coming from such parties could not be considered as being made impartially; and he held in his hand a printed letter, without any signature or printer's name, which had been forwarded to several friends of his who were shareholders, at the foot of which a slur was attempted thrown upon the proceedings of the directors, on the ground of their having incurred heavy costs, and, as he believed that to have emanated from the opposite party, he thought the present attempt at reconciliation came from them with a very bad grace, and he threw back the imputation attempted to be cast on the directors in that letter with the contempt it deserved, knowing, as he did, that they came into office without a shilling in the shape of funds to assist them, and had, by the utmost care in curtailing every expenditure, selling everything that could be made available, and afterwards by procuring loans from the shareholders, and advancing money from their own pockets, obtained funds for the defence of the interests of the company, which funds they had carefully husbanded and expended in the way they considered the most beneficial.

Some further conversation ensued upon the subject, when Mr. Wetton and the chairman, as representing the directors generally, thought the time had certainly gone by for any reconciliation, if indeed it had ever existed, but expressed their willingness, if any offer was made by the other party, to give it their honest and impartial consideration; and, if under these circumstances they, the directors, thought that any reconciliation could be effected, they would call a meeting of the shareholders and lay the whole of the facts before them for their decision.

Thanks were voted to the chairman, and the meeting broke up.

GREAT LEINSTER AND MUNSTER RAILWAY.

The general half-yearly meeting of this company took place at their offices, Moorgate-street, on Saturday, the 2d inst.

HENRY BAIRDIDGE, Esq., in the chair.

The CHAIRMAN said, in consequence of the proposition which had been unexpectedly brought forward by the Government, with regard to Irish railways, the report, which was in an unfinished state, would merely recommend the adjournment of the meeting, in order that a conference might be held with the Government, and their ultimate intentions ascertained.

The SECRETARY read the directors' report.

The report stated, that the engineers of the company had been directed to consider and to report upon, the nature of the line proposed by the Irish Railway Commissioners in respect to this railway. On the 27th August, a memorial had been addressed to the government to elicit their opinions on the subject. No answer had been received to that application up to the 16th November, when the secretary again wrote to the Chancellor of the Exchequer, representing the case of the company in the following terms:—"If the line proposed had been shown inconsistent with the great object of internal communication recommended by the commissioners, or did not possess in itself the prospect of a speedy return, the directors would not appeal to the government. But the company feel that they have now a just right to look to government for protection in their undertaking." To that letter the Chancellor of the Exchequer answered that he thought the intentions of the government could only be properly stated and explained in the House of Commons. From that time till Lord Morpeth brought his measure forward the other night, the directors had received no intimation of the intentions of the Ministry on the subject. Before thus taken by surprise, the directors recommended the proprietors to adjourn their meeting till communication could be had with the government.

The SECRETARY then read the reports of the engineers.

These reports stated, that the two great projects of railways from the Dublin to Kilkenny, Cork, Limerick, Waterford, &c., the one plan, adopted by the company, the other by the commissioners in their report, were essentially different in design. The company, indeed, agree with the commissioners in one respect, namely, that the metropolis be at some future time connected by railway with the four chief cities in the south, but disagree as to the times and modes of working out that desirable end; they differ, also, as to the priority in value of some of the leading towns next in importance to those cities. The design of the Great Leinster and Munster Company was to select at first a small portion of this great undertaking, which gradually, according as the resources of the country became developed, might be extended, securing to themselves, however, that portion which at first showed the greatest return of profits; and leaving it optional with others to speculate as to the remainder. In so doing, the company but followed the ordinary mode of enter, rise, as every day exhibited in the sister and other commercial countries. The design of the railway commissioners was to lay down a great and universal system of railways, which, whenever executed, should be capable of conferring the greatest amount of railway benefit upon the nation at large (as far as their judgment and foresight could direct them), not leaving anything to the option of any body of speculators. The commissioners, it appeared, disapproved of a line to Kilkenny as a main trunk to the south and west of Ireland, thinking that the main trunk in that direction would better run by Maryborough, further west. The Maryborough line, the engineers say, would necessarily exclude Athy, Carlow, and Wexford, that is, leave them to be provided for on separate lines. To the main trunk to Kilkenny the commissioners (first declaring that the line has been laid out with great judgment, and that its gradients are very favourable) make only two objections:—"1st. That as a line to Cork it is four miles longer to Caher (a common point) than that by Maryborough. 2d. That the communication from Limerick to Dublin, by any connexion with it, except by a branch line diverging at a short distance from Dublin, is quite out of the question." To the first of these objections the engineers say, that the company's line to Caher is only one mile and fifty-four chains longer, even by measurement upon the commissioners' maps, and that the country lying between Kilkenny and Caher, as surveyed in 1836 by order of your company, presents a cheap and beautiful line without any engineering difficulty whatever, and without any gradient steeper than 1 in 300. With regard to the second objection they say, that the company's main trunk admits of an extension to Limerick from Ballyvaughan at the Curragh of Kildare at twenty-nine miles from Dublin, an extension presenting extremely fine levels, the greatest slope being only 1 in 400, and passing by the usual passenger's route through Roscrea and Nenagh, as already existing. In respect to the returns to be expected from the construction of a railway to or near the town of Athy, where it would join the Kilkenny line as at present laid out. The engineers considered, in giving their opinion, after mature consideration, that the commissioners' report confirms the accuracy of the statements put forth by the company, and that the Great Leinster and Munster Railway Line, to Kilkenny, for which the act of parliament has been obtained, is the best line in Ireland for a profitable investment.

Allow for passengers' daily revenue, at 1*l.* per mile per passenger.... £238 8 11
Merchandise at 2*d.* per ton per mile..... 321 12 0

Daily receipt..... £458 0 11
Showing a dividend of 5*l.* 18*s.* per cent.

If, however, the charge for passengers and merchandise be at the ordinary prices, as laid down in the company's act of parliament, section 138—namely, for passengers at 2*d.* for merchandise, 3*d.* to 4*d.*; the result will then give 5*l.* 14*s.* per cent., taking the cost of construction at 10,000*l.* per mile. The commissioners stated, they are fully alive to the importance of a direct line of communication through the rich and populous valley of the Barrow, which contains the towns of Athy, Carlow, Baginbun, town, and Leighlinbridge, and which would greatly facilitate the intercourse between the city of Dublin and the south-eastern portion of the county of Wexford, including the towns of Wexford, Enniscorthy, and Ross; the present post-road from Dublin to Enniscorthy and Wexford passes through the town of Tullow, situated but eight miles to the east of Carlow; consequently all passengers could without difficulty join the railway at Carlow; and by those means reach Dublin two hours sooner than by the present road, and at a much cheaper rate; the passengers from Ross, by joining the railway at Leighlinbridge, would save upwards of four hours, making the journey in eight instead of twelve hours. Under these circumstances, though we consider the Kilkenny line highly objectionable as the main trunk to the south and west of Ireland, and also as a distinct line from Dublin to Kilkenny, we think that it might be desirable to connect it as a branch with the main southern line recommended by us, at some point in the neighbourhood of the town of Kildare. Should this plan be finally adopted, a change might be made in our main line between Salinas and Maryborough, so as to pass a little to the northward of the town of Kildare, from whence the country is favourable for the construction of a railway to or near the town of Athy, where it would join the Kilkenny line as at present laid out. The engineers considered, in giving their opinion, after mature consideration, that the commissioners' report confirms the accuracy of the statements put forth by the company, and that the Great Leinster and Munster Railway Line, to Kilkenny, for which the act of parliament has been obtained, is the best line in Ireland for a profitable investment.

From a statement of the accounts it appeared that, up to the 1st of January the expenditure had been 19,100*l.* 2*s.* 11*d.*, and the balance on the original dep. act 967*l.* 13*s.* 11*d.*, which had been reduced by the current expenditure of the year up to the present time, to 543*l.* 18*s.*

A PROPRIETOR moved—"That the report be received, and adopted, and printed for the purpose of distribution among the subscribers."

Colonel ROBINSON thought the first thing they were to consider was, what steps should be taken in the present position of their affairs. Whether they should make a stand against the proceedings which it appeared the Government had determined upon, or endeavour to make terms with them so as to receive some compensation for the money that had been expended in the undertaking.

A PROPRIETOR asked whether any correspondence had taken place with the Government?

The CHAIRMAN replied in the negative. They knew nothing of Lord Morpeth's plan until it had been brought forward the previous night.

Although the Government had refused to give any information as to what its intentions were.

Mr. MAHER, M.P., would state, that within the last ten days he had waited upon Lord Morpeth, and pointed out the inconvenience to which they were subjected in being obliged to suspend the works from not having received any intimation as to the course which Government intended to pursue. He could, however, obtain no information from his lordship, on the ground that the Government had not made up their minds as to what their intentions were. The directors, however, had felt themselves warranted in holding together, and it was now in contemplation to obtain an interview with Government for the purpose of ascertaining whether they could obtain an indemnity for the surveys and other expenses they had been put to. The directors were prepared, if a competing line had been proposed by any other company, to enter the field with them on the merits of their respective lines, even if Government had proffered its assistance to that rival company; but they were not prepared to compete with the Government, having two millions and a half of money at its command, to be laid out in furtherance of the Report of the Commissioners. It appeared to him that not a moment should be lost in ascertaining if any indemnity could be obtained from the Government.

In answer to a question from a proprietor, Mr. MAHER stated that the line proposed by Government ran parallel to their's for twenty-five miles, and for nearly twenty miles it was the same line.

A PROPRIETOR did not think that any Government would take so mean and unfair an advantage, after having granted them an Act of Parliament, as to adopt their line without affording them some compensation.

Another gentleman observed that it should be represented to the Government that they had expended, upon the faith of a legislative enactment, a sum of 20,000*l.*, and it was impossible to believe that any Government would perpetrate the injustice of depriving them of their Act of Parliament, and refusing them compensation. As to opposing them, it would be sheer folly to oppose their weakness to the strength of the Government.

Mr. SMITH said he was in the House the previous night, during the debate, and he feared, from its tone and temper, that their chance of compensation was very small indeed. The most extraordinary statements were made by Lord Morpeth, but if the House was determined to support him in them, it would not be in the power of the directors of that company to resist him. It was the people of England who must decide the question. So monstrous an interference on the part of the Government with private enterprise and speculation was never heard of. If the two and a half millions was granted they could not stop there. There must be further grants, and other lines laid down, and then the people of Scotland and England would demand to be placed on the same footing. Lord Morpeth had recommended his proposition to the House, by saying that the Government of Belgium had taken the construction of railways into its own hands. He had the fullest confidence in the zeal and ability of the directors, but he feared they could not do much—it was the shareholders, through their representatives, who must exert themselves, so as to place their case in a proper light before the Government and the public.

After a good deal of desultory conversation, it was finally agreed that the directors should put themselves in immediate communication with the Government and that the meeting should adjourn till the 23d inst., when the result of their arrangements with the Government would be communicated to the proprietors.

The meeting then separated.

SOUTH-EASTERN RAILWAY COMPANY.

A special general meeting of the shareholders in this undertaking was held at the offices, on Tuesday, the 5th inst., for the purpose of confirming the resolutions of a previous meeting.

T. W. TINDALE, Esq., in the chair.

The secretary having read the advertisement convening the meeting, The CHAIRMAN stated, that the meeting this day was called for the purpose of confirming the resolution passed at the last meeting if they thought fit so to do, and as he firmly believed it the wisest course the directors could possibly adopt, he trusted it would receive the sanction of the meeting; he would, with their permission, read the resolution, which was to the following effect:—

To empower the directors to re-issue the 6000 reserved shares at 3*l.* each, allowing one new share for every two held by the existing proprietors.

Mr. BAXENDALE said, he was most happy to be able to congratulate the proprietors on the present prospects of the undertaking, and he firmly believed, if one railway more than another (among the variety of undertakings of this nature) was worthy the support of the public, this was the one. He had the utmost confidence in the engineer, not only from his acknowledged merit as a practical man, but he had been personally acquainted with Mr. Cubitt for many years, and he firmly believed he would not put an estimate on paper that he did not in his heart believe was correct, as near as estimates could be found, and taking for granted that that estimated sum would complete the work, he was enabled, and so was every gentleman present, to calculate the profit which would arise from the conveyance of passengers and goods on the completion of the undertaking. As to the present business of the meeting, that of issuing the reserved shares to the proprietors, he verily and conscientiously believed it was the best, indeed the only proper course the directors could adopt, and he trusted it would meet the cordial and unanimous acquiescence of the meeting.

Mr. TYRRELL said he wished most respectfully to address a few words to the meeting on this subject; he represented upwards of 300 shares, and had come to town to attend the last meeting, for the purpose of opposing this (as he considered) impolitic and unjust measure, and he thought he should not be doing justice to himself and those he represented unless he adopted the same course on this occasion. The shares at present held by the proprietors had paid 9*l.* per share, and it was now proposed to issue their 6000 reserved shares at 3*l.* per share, and giving the holders thereof the same privileges as those who held shares on which the larger sum had been paid; he not only considered this unjust, but he had calculated it would produce a loss to the company of 92,000*l.*; he proceeded to some length to the same purport, and moved an amendment to the effect—"That the proposal was subversive to the best interests of the company, and that the meeting do adjourn to that day six months."

Mr. FIELD said he could not see how the present proposal could be subversive of the interests of the company, or a loss to the proprietors, collectively or individually. The gentleman who had last spoken, seemed to calculate on the principle that the shares in question were to be distributed to the public, and thus allow persons who had at present no interest in the concern to come in for 3*l.*, and share all advantages which may arise with those who had paid 9*l.*—such was not the case; the present proposal was to distribute to proprietors only these 6000 shares, in proportion to the number of original shares they held, and as they would all thus participate in the advantage, he could not see how it could possibly be considered either as unfair or impolitic; there was only one thing in the resolution which he thought might be altered to advantage, and that was—that instead of the directors appropriating generally any shares which might be left, and not taken up by the proprietors, they ought to be offered to those individuals who had come forward when the aspects of the company were anything but promising, and put down their names for their quota, from a desire to give energy and confidence in the undertaking.

The CHAIRMAN perfectly agreed with Mr. Field, and considered Mr. Tyrrell new took, as he had at the last meeting, a very wrong view of the principle of the proposal; he could assure the meeting, that the directors had given the matter their most serious consideration, and he could honestly and conscientiously state, that if there was any other plan proposed which they thought could tend more to the interest of the company than this, they would have adopted it in preference. He then proceeded to give a description of the works in progress, and stated there were only five places where anything of any magnitude occurred, and none of these were formidable; at Dover the tunnel was fast advancing to completion; at Breckborough they were not so far advanced as might have been expected, in consequence of a diversion of the line at that place; at Tunbridge, Faversham, and Folkestone they were advancing steadily; and the rest of the line was of that easy straightforward nature that it could be completed in almost any given time; the whole line, from Eden Bridge where they were to join the Brighton Railway, was laid out and paid for, and, upon the whole, the prospects of the company were of a most cheering description.

After some further conversation Mr. Tyrrell withdrew his amendment, and the resolution was confirmed.

A PROPRIETOR asked if they expected any opposition to the Bill now before Parliament, by the Brighton Railway Company?

The CHAIRMAN replied he was afraid they should be so opposed, but he felt great confidence in the justice of Parliament, and that what they had been promised under a solemn compact with the Brighton company would be granted to them.

Mr. G. GLYN (the chairman of the London and Birmingham Railway) said, that seeing an hon. friend of his in the room, who was a director of the Brighton Company, he would inquire whether a Parliamentary agreement had not been entered into, and having read that portion of the agreement, which declares that "the Brighton Company shall unite their interests with the Dover Company in carrying the Junction line through Parliament," put it to his hon. friend to state the views of the Brighton Company.

Mr. SKEWELL (one of the directors of the Brighton company) said, that it was only on the understanding that it was the intention of this company not strictly to adhere to the clause in question, on the subject of taking twelve miles of the Brighton road, that the directors of that company had given notice of opposition to the present bill, and he would take upon himself to say, that they all were not only willing, but desirous to withdraw that opposition, provided the directors of the South-Eastern Railway adhered closely to the terms of the clause which gave them the power in question, as he was certain that it was for the interests of both companies that they should go hand in hand.

After considerable argument on the best means to advance so desirable an object, it was decided that a committee should be formed, to consist of Messrs. Baxendale, Wilson, and Borradaile, to communicate with the directors of the Brighton Railway, thus amicably to arrange the matter at the next meeting.

Thanks were voted to the chairman, and the meeting separated.

TAFF VALE RAILWAY FROM MERTHYR TO CARDIFF.

The half-yearly general meeting of the proprietors of this company took place at the Angel Inn, Cardiff, on Tuesday, the 26th ult.

WALTER COFFIN, Esq., in the chair.

The CHAIRMAN explained the progress and prospects of the undertaking, in his usual able and lucid manner, congratulating the company on the prosperity which had attended them thus far, and the rapidly approaching termination of all their anxieties.—The directors' report was then read by the secretary, and included a full and highly satisfactory report of the state of the works by Mr. Bush, the engineer, the whole of which was ordered to be printed. A good deal of conversation ensued, bearing on various interesting points connected with the railway. It appeared that the money authorised to be raised by the Act of Incorporation will be sufficient, or nearly so, to complete the works which had been originally contemplated by the company. The chairman also pointed attention to the very satisfactory fact, that the tramroad from Trefgar, &c., to Newport, has a capital of 400,000*l.* invested in it, and yet pays a dividend of 10 per cent. per annum, although the vein of coal in that valley does not exceed three feet in thickness, whilst the veins in the vale of Taff exceed forty feet, and are inexhaustible for centuries to come. This statement appeared to carry conviction to the minds of all present, that no probable increase of capital in perfecting the concern could possibly render it less productive than has been anticipated from the commencement. A striking proof of the confidence felt in the undertaking, has been furnished in the prompt lenders of money upon loan, in part of the 100,000*l.* which the company are authorised by their act to take upon debentures—one-third of the sum applied for having already been subscribed by parties residing in the immediate vicinity of the railway. A vote of thanks was unanimously passed to the talented and indefatigable chairman, and the meeting separated with feelings of renewed confidence in their undertaking, which certainly has the most substantial prospect of being carried on with speedy and permanent success.

SHEFFIELD AND MANCHESTER RAILWAY.

On Wednesday, the 27th ult., pursuant to their Act of Parliament, and to notice advertised in the papers, the half-yearly meeting of the proprietors of this company was held at the Albion Hotel, Manchester.

Lord WHARNcliffe, in the chair.

There was a numerous attendance of proprietors, both of those resident in the town and also along the line, especially that portion of it between Manchester and the western entrance of the summit tunnel. Some gentlemen were also present from Sheffield and the neighbourhood.

The CHAIRMAN, having affixed the common seal of the company to the register of shares, called on the secretary to read the clause of the Act, authorising the present meeting.—Mr. C. THOMSON, the secretary, read the clause, which enacted that within six months after the passing of the Act, the first general meeting should be held, and that afterwards the half-yearly general meetings should be held in February and August, at such time and place as the directors should fix. He also read the advertisement convening the meeting, and the report of the directors.

Mr. C. VIGNOLES (engineer of the line) also read his report. The financial statement was then read by the secretary.—The CHAIRMAN explained that the balance of 10,364*l.* 16*s.* 6*d.* was independently of the amount received on the last call, and that the balance at present in the hands of the bankers was 17,904*l.* 1*s.* 3*d.*

Mr. S. SEED, of Manchester, had great pleasure in moving—"That the report of the directors be received and adopted."—Mr. THOMPSON, of Sheffield, seconded the motion.

In answer to a question by the Rev. Richard Bassett, the noble CHAIRMAN said that the report would be printed and circulated amongst the shareholders. The motion then passed unanimously.

Mr. D. WADDINGTON, of Manchester, moved the reception and adoption of the accounts, and of the report of Mr. Vignoles—which motion was also passed unanimously.

The CHAIRMAN said that the proprietors were doubtless aware, that under the Act of Parliament it was necessary at the end of the year that a ballot should take place as to the retiring of a certain proportion of the directors. That ballot had taken place, and the gentlemen who had retired, upon that ballot, were Mr. Thomas Ellison, Mr. George Sidebottom, Mr. Joe Sidebottom, and Mr. Charles Appleby.

Mr. J. TURNER, of Godley, near Hyde, had great pleasure in proposing—"That the four retiring directors be re-elected."—Mr. J. CHAPMAN, of Hill End, near Mottram, seconded the motion.

The Rev. R. BASSETT, of Gorton, moved, as an amendment, the substitution, for some one of the four, of the name of Mr. David Waddington, of Manchester. He was a gentleman who resided within 300 yards of the line, and had all his time to devote to the interests of the company. It was very desirable that they should have some of the directors resident at this end of the railway, and Mr. Waddington, was in every respect very suitable for the office.

Mr. J. W. BRIDGE, of Grove House, Ardwick, seconded the amendment, on the ground of the importance which he thought it must be to the general interests of the company, that some of the directors should be at this end of the line.

Mr. S. SEED, of Manchester, supported the amendment, not because he had anything to complain of in the conduct of the retiring directors, but he thought that Manchester ought to have at least two gentlemen on the directorate.

The CHAIRMAN inquired if there was anything in the Act to direct the mode of electing directors. One of the law agents read some clauses containing provisions as to the retiring by ballot of four directors, who were re-eligible; and as to the proprietors eligible as directors, viz., the holding of ten shares respectively; but the Act contained no directions as to the mode of taking the votes. Another clause enacted, that every proprietor holding twenty shares or under should have one vote in respect of each share, and an additional vote was given in respect of every five shares held beyond the twenty.

The Rev. R. BASSETT, in order to facilitate the proceedings, produced, instead of one name, an entire list of four, viz., Messrs. Thomas Ellison, George Sidebottom, David Waddington, and Cornelius Randall.

The CHAIRMAN observed that as Mr. Appleby was elected to supply a vacancy at the Sheffield end of the line, and a certain number had been elected from each, it would hardly be right to fill his place with a gentleman from the Manchester end.

After some discussion, Mr. BASSETT withdrew the name of Mr. Thomas Ellison, and inserted in his list the name of Mr. Charles Appleby. A voting paper was then prepared with six columns for the names of the six gentlemen proposed, two of them being included in both lists. The personal or individual votes of the shareholders were first taken by their signatures and marking in each of four columns the gentlemen for whom they voted. The votes, in respect of the shares which the proprietors present held respectively, were then taken, and the chairman stated the numbers to be as follows:—

Personal votes.	Votes by shares.
Mr. Charles Appleby..... 24	..... 300
Mr. George Sidebottom..... 20	..... 240
Mr. Thomas Ellison..... 19	..... 480
Mr. John Sidebottom..... 10	..... 200
Mr. Cornelius Randall..... 11	..... 260
Mr. David Waddington..... 7	..... 170

The CHAIRMAN accordingly declared Messrs. Charles Appleby, George Sidebottom, Thomas Ellison, and John Sidebottom, duly elected, or rather re-elected; they being the four retiring directors.

The Rev. R. BASSETT moved—"That the best thanks of the proprie-

tors be given to the directors for their assiduous attention to the interests of the company."—The Rev. W. WHITELEG, of Platt, near Manchester, seconded the resolution, which passed unanimously.—Mr. W. SIDENOTOM, as deputy-chairman of the board of directors, returned thanks on behalf of the directors.

Thanks having been voted to the chairman the meeting adjourned.

NORTHERN AND CENTRAL BANK OF ENGLAND.

A half-yearly meeting of the shareholders of this bank was held in the large room, at Ladyanna's Hotel, Bridge-street, on Thursday, the 26th ult., for the purpose of laying before the shareholders the state of affairs of the company up to the 31st of December last, and of electing two directors in the room of the two retiring, in pursuance of the deed of settlement. There were from 250 to 300 shareholders present.

Mr. J. S. STUBBS in the chair.

The CHAIRMAN, in opening the business of the meeting, requested that, as much as possible, remarks might be forborne, till the whole of the routine business had been gone through. He read the notice convening the meeting, and said, he was very glad to state that the vast amount of debts taken as had last season would be considerably less than was expected. His own opinion was, that the bank was now 20,000*l.* better than at the last meeting.

Mr. FARRAR (an officer of the bank) read the proceedings of the last meeting, and Mr. SINCLAIR read the following half-yearly report of the directors:—

REPORT.

The directors of the Northern and Central Bank have to report to the shareholders the position of the company's affairs as on the 31st of December last.

It is with much satisfaction that the directors can state, that since their last report, the realisation of the assets of the bank has, on the whole, proceeded in a satisfactory manner; that all the debts of the bank have been discharged, with the exception of some deposits and notes in circulation; and after allowing for these liabilities, there remained, at 31st of December last, a clear cash balance of 20,000*l.* At this date the cash balance is 7,000*l.*, and the debts due by the bank amount to 13,000*l.* of the bills on hand the sum of 20,000*l.* is expected to be regularly paid by the end of August next, in addition to contingent receipts, which cannot now be specified.

The directors feel every confidence in assuring the shareholders that the estimated value of the assets of the bank, contained in their last report, has, on strict examination, been fully maintained.

As to the best course to be pursued in the present position of the bank, the directors would refer to the report from the committee appointed by the shareholders, in whose recommendation they fully concur; the interest of all being the same, to bring the affairs of the establishment, as soon as possible, into a satisfactory condition.

Mr. Benjamin Bradbury and Mr. Thomas Greig are the two directors who retire by rotation. To supply these vacancies, two shareholders will have to be elected by this meeting, pursuant to the 50th clause of the deed of settlement.

The engagement with Mr. Connell, as managing director, terminated on the 4th instant, and the substituting agreements with the other officers of the bank expire in the month of May next, with one exception, which lapses in November.

Mr. SINCLAIR also read the report of the committee which had been re-appointed at the last general meeting, in October last, which was in the following terms:—

We, the committee, who were re-appointed at the adjourned half-yearly meeting, held at Ladyanna's Hotel, on the 11th day of October last, have to submit the following report to the shareholders:—

It being generally understood that the Right Hon. the Chancellor of the Exchequer will, in the course of the present session of Parliament, propose a new law relating to joint-stock banks, which may materially alter and amend the laws of these establishments, as at present constituted, and render their working more safe, and less liable to legal difficulties, the committee recommend that this bank should go on as hitherto until the next half-yearly meeting.

The committee have also been led to this conclusion from the amount of the assets of the bank as yet realised being too small to enable the operations of the capital to be conducted on a scale sufficiently enlarged to secure a profitable business.

The committee have been further induced in some measure to recommend the postponement of the subject, because of the excited feeling existing in this neighbourhood at present in regard to joint-stock banks. A few months will correct this excitement, and the delay will develop more extensively the resources of the bank, as well as the principles and details of the anticipated new regulations for joint-stock banking.

THOMAS BRADBURY,
JAMES BURT,
WILLIAM KERRISLEY,
T. HARBOTTLE,
WILLIAM HAYNES,
ALEX. GILLVIE.

In the course of a most irregular, discursive, and personal discussion, the CHAIRMAN read a letter from Mr. Connell, expressing his regret that illness prevented his attending the meeting, and stating that when the inspectors called upon their duties, they found the directors and the principal servants of the bank indebted to it in the total sum of about 200,000*l.*, for which the inspectors had felt it their first duty to obtain security, so as to protect the bank from loss. At that period too, the whole liabilities of the bank exceeded two millions sterling; but now, happily, the whole of the debts due by the bank had been discharged, and there was a large balance of money now in hand, as also considerable amount of bills. A remark had been made at the last meeting as to the expense of conducting this business; but the work had been done at as moderate an expense, and in as short a time as possible; and it must be remembered, that there were forty different establishments to wind up, several of them even more complicated than the head office. Mr. Connell expressed his thanks to every officer of the bank, for their services during the liquidation of the debts, and to all the directors, with one exception, his best thanks for their cordiality and good feeling. The chairman also read a letter from Mr. Patrick, manager of the Nottingham branch, resigning that office.

The motion was at length put from the chair, and passed unanimously—"That the report of the directors, and that of the committee appointed by the shareholders, now read, be received, and entered on the book of proceedings; and that the same be printed, and a copy sent to each shareholder."

The CHAIRMAN then put a motion to the effect—"That 2000*l.* should be placed at the disposal of the directors, to be distributed amongst themselves, in such proportions as they should agree upon." The motion passed with but one dissentient voice. In answer to a question, as to the management in future, he (the chairman) stated that the probable arrangement would be, that two gentlemen would be appointed by the directors to sit daily at the board, and to call the others together when occasion required.

Mr. HIRSON moved a vote of thanks to the directors, for their laborious and arduous services.—Mr. MULLINON seconded the motion, which passed unanimously.

In acknowledging the vote, on behalf of himself and brother directors, the CHAIRMAN said, that some idea might be formed from the statement, that, within the last eighteen months, about 600 letters had been laid before the daily board, read, and considered.

Thanks having been voted to the chairman, for his able conduct in the chair, the meeting separated.

THE THAMES TUNNEL.

The annual meeting of the proprietors of shares in this undertaking was held at the London Tavern, on Tuesday, the 5th instant, to receive a report from the directors relative to the progress of the work, to elect directors, and on other affairs.

BENJAMIN HAWES, Esq., in the chair.

The CHAIRMAN stated that that was the fifteenth time he had attended the annual meeting of the proprietors, and he was glad to state that it was with the most pleasant feelings that he presided. He had not at the last meeting held back the difficulties the work presented, and soon afterwards another irruption of water led to the opinion that the works were almost entirely destroyed. Owing to the skill and talents of their engineer and his assistants, in a week the water was cleared out and the works resumed, and without any loss of life. In a work of such enormous magnitude it was remarkable that so little loss of life had actually occurred. The interest the public took in the progress of the tunnel was but lately diminished, as 24,000 persons had visited the works last year. In 1835 the tunnel had been extended eighty feet, and since the commencement of this year twenty-five feet more had been added to it. The work was now within sixty feet of the low water mark on the Middlesex side. Five feet had been completed last week, and the directors looked for an increased degree of rapidity. When the great danger of passing across the Thames in boats, owing to the extension of steam navigation, was considered, the proprietors might calculate upon thousands of passengers going through the tunnel.

The secretary having read the report of the directors, the balance-sheet was submitted, when several questions were answered by the chairman relative to the state of the works.

Mr. PUGH inquired some reserve of the receipts from visitors would be set aside for the poor proprietors, who for twenty years had not had any return for the money advanced.

Mr. SWEET said as the public mind ought to be disabused as to the amount expended, he wished to know what the tunnel had already cost?

The CHAIRMAN said 313,261*l.* 1*s.* 9*d.*, including 117,000*l.* advanced by the Exchequer Bill Loan Commissioners.

Mr. SWEET considered that 10,000*l.* was realised alone for foot passengers over Waterloo-bridge—the receipts for that bridge being altogether about 14,000*l.* a year—it might be expected that the tunnel, being two miles from any bridge, would be frequented by a greater number of persons.

After some further conversation the report was adopted. A ballot took place, and J. W. H. B. HAWES, Esq., M.P., and Mr. Brown, were re-elected as directors. Thanks were returned to the chairman and directors, and the meeting adjourned.

PUBLIC COMPANIES.

MEETINGS.

BRISTOL AND EXETER RAILWAY.—Notice is hereby given, that in pursuance of the Act of Incorporation, a HALF-YEARLY GENERAL MEETING of shareholders in this company will be held at the Merchant's Hall, in the City of Bristol, on Tuesday, the 5th of March next, at Eleven o'clock, for the purpose of electing FOUR DIRECTORS in the room of those who retire by rotation, for confirming the notices of forfeiture given to proprietors of certain shares (unless the arrears thereon shall in the mean time have been paid), and for other affairs. The chair will be taken at Twelve o'clock precisely.

The transfer books will be closed on Saturday, the 2nd of February, and not reopened until after the General Meeting on the 5th of March. The four retiring directors are eligible for re-election. By order of the board,
Office, 30, Broad-street, Bristol, Feb. 4. J. B. BADHAM, Sec.

THE DUKE OF CORNWALL'S HARBOUR AND LAUNCESTON AND VICTORIA RAILWAY COMPANY.

Notice is hereby given, that the adjourned Half-yearly GENERAL MEETING of the Proprietors of this Company will be held at the London Tavern, Bishopsgate-street, in the City of London, on Thursday, the 14th March next, at One o'clock precisely.

By order of the Board, GEO. DYSON, Secretary.

CROFT WEST MINE.—Notice is hereby given, that a GENERAL MEETING of the adventurers in Croft West Mine, in the parish of Kenwyn, in the County of Cornwall, will be held at the house of Mr. H. Chipman, innkeeper, in the town of Redruth, in the said county, on Monday, the 10th day of March instant, at the hour of Twelve at noon, for the purpose of settling the unsettled demands on the Mine, and of arranging for their payment, and as well to depose some person to receive the arrears of rent due from the adventurers, and of agreeing upon a call, if necessary, to meet the said demands.

Dated March 5.

CALLS.

GREAT NORTH OF ENGLAND RAILWAY.

NINTH CALL OF FIVE POUNDS PER SHARE.
The Directors of the Great North of England Railway Company hereby give notice, that a CALL of FIVE POUNDS per share on each of the shares in the company has been made this day, which is to be paid on or before Monday, the 25th day of March now next ensuing, to the credit of Joseph Pease, Esq., M.P., the company's treasurer, at any of the following bankers, viz:—

London—Messrs. Baring and Co., and Messrs. Baring, Bevan, and Co.;
Liverpool—The Commercial Bank of Liverpool;
York—The York City and County Banking Company;
Newcastle, Shields, and Sunderland—The Northumberland and Durham District Banking Company;
Lancaster, Darlington, Stockton, Thirsk, Northallerton, Bishop Auckland, and Barnard Castle—Messrs. Barlow and Co., or their Agents; or the amount may be remitted through any country banker to Messrs. Baring, Bevan, and Co., as above. Interest at 5 per cent. will be charged on all instalments not duly paid.

FRANCIS M. WALKER, Clerk to the Company.

Great North of England Railway-office, Darlington, Feb. 19.

ST. HILARY COPPER MINING COMPANY.

The directors beg to remind the shareholders, that the fourteen days' grace for payment of the last call of Five shillings per share, due 1st of March, WILL EXPIRE on Friday, the 15th instant.

15, Great St. Helen's, March 5.

WHERRY MINING COMPANY, Mount's Bay, Penzance.

Cornwall.—Notice is hereby given, that a FIFTH CALL is now made on the scrip of the above company, such call to be for ONE POUND per share (of TWO POUNDS per scrip), to be paid on or before the 10th day of this instant, February, at the London and Westminster Bank, London; at the Commercial Bank of England, Manchester; or at the bank of the Western District Banking Company, Penzance, where authority is given to endorse the same on the scrip.

Dated Wherry Mine Office, Penzance, Feb. 4, 1839.

* Any scrip-holder who shall neglect to pay his call on the above named day, or within thirty days thereafter, will incur the absolute FORFEITURE of his or her shares.

MEXICAN AND SOUTH AMERICAN COMPANY.

Notice is hereby given, that the directors have made a CALL of ONE POUND per share on the shares in this company, and that the same is to be paid on the 10th of April next, to Messrs. Barclay, Bevan, and Co., for account of the directors.

10, New Broad-street-mews, March 5.

N.B.—The bankers' receipt is to be brought to the office, with the certificate of the shares, which must be left one clear day, to have the payment endorsed thereon.

DIVIDENDS.

TIN CROFT MINING COMPANY.

Notice is hereby given, that a DIVIDEND being the second of FIVE SHILLINGS per share, has been declared by the directors of this company, and that the same will become payable to the shareholders on the 14th of April next and following days, at No. 2, St. Mildred's-court, London, between the hours of Eleven and One o'clock.

March 1.

WILLIAM TRENERY, JUN., MINE AGENT AND SHARE

BROKER (from Redruth, Cornwall), begs to inform his Friends and the Public, that he has received from the principles of Croft West Mine, and will be happy to give every information respecting them. SHARES for SALE in MINES paying GOOD DIVIDENDS. Mines inspected, and specimens of the various ores seen at his office, where all particulars may be known on application—if by letter, post paid.

55, Threadneedle-street, London, Jan. 31.

EAST CORNWALL MINING ASSOCIATION.

The Trustees of this Association intend to issue NEW SCRIP SHARES, of £5 each, at par, £5 to be paid on the allotment, and the remainder (£3) in three months after. Applications for the same may be made by letter, post paid on or before the 15th March, addressed to the Secretary, at the office, 3, Austin-blaze, where the Reports of the Trustees for inspection by the shareholders and applications for New Shares, and which may be seen daily between the hours of Eleven and One o'clock. The present shareholders are especially invited to be prompt in their application for New Shares, and to state therein what number of Old Shares held by them.

3, Austin-blaze, Feb. 21.

THE METROPOLITAN CEMETERY AND GENERAL

INTERMENT ASSOCIATION.
Capital £75,000, in shares of £10 each. Deposit, £1 per share.

Directors: T. Johnson, Esq., Alderman and Sheriff; John Pile, Esq., Alderman; John Humphrey, Esq., Alderman, M.P.; William Green, Esq., Deputy; W. F. Tyndal, Esq., Deputy; G. A. Brown, Esq.; Joseph Bishop, Esq.; Edward Smith, Esq.; John Ansell, Esq.; John Yates, Esq.; William Nicholson, Esq.

BANKERS: Messrs. Spooner, Attwoods, and Co.; Messrs. Prescott, Gresham, and Co.; and Messrs. Gresham, Gresham, and Co.

The object of this company is to supply not only the place of interment, but the necessary conveniences in conducting funerals.

Prospectuses, with printed forms of application for the remaining shares, may be obtained of Messrs. Gresham, Gresham, and Co., 75, Great Russell-street; Messrs. Smith and Barker, Frederick's-burial-ground, Old Jewry; and of J. R. Shearman, Esq., clerk of the company, 55, Great Tower-street.

THE ANTI DRY-ROT COMPANY.—KYAN'S PATENT.

Sir, A few days since my attention was drawn to a statement of the effects of Kyan's process in the preservation of the wood-work of a bin on the premises of Mr. Bailey Thompson, Berkeley-square. As it appeared a very extraordinary case, I went to inspect the bin in question, and was so struck with what I saw, and at the same time so deeply impressed with the importance of the subject, that I shall make no apology for troubling you with the following statement. The bin, as it is called, is a deep, well-built pit for the reception of stable litter and other refuse, covered horizontally with a timber frame and deck, on a level with the ground. The wood-work is therefore constantly exposed to the hot and moist exhalations from the fermenting dung beneath, as well as the effect of the weather above, circumstances calculated to effect the most rapid decay. Accordingly, before recourse was had to Kyan's Process, the door and frame, though made of the best oak, were becoming quite rotten, and, as I was informed by Mr. Bailey, the builder, had been twice renewed within the space of six years. In July, 1834, by the directions of Mr. Thompson, the present cover was constructed, of Kyanized timber, and the result has fully answered his expectation; for instead of being quite rotten in three years, as formerly, it is now, at the end of four years, as perfectly sound, and the floor of the wood as tough, as on the day it was put down. As the timber in this instance has evidently been exposed to the severest action of the decaying influence, it affords the strongest possible confirmation of the efficacy of the process by which they have been so completely resisted; and though this is only one out of many thousand proofs, it is of itself sufficient to satisfy every liberal and inquiring mind, and to remove the doubts of the most sceptical. The bin being situated in the open square or street, at the back of Mr. Thompson's house, it may be easily inspected at any time, Mr. T. having very liberally directed every facility to be afforded for that purpose, as on the day it was put down. As the timber in this instance has evidently been exposed to the severest action of the decaying influence, it affords the strongest possible confirmation of the efficacy of the process by which they have been so completely resisted; and though this is only one out of many thousand proofs, it is of itself sufficient to satisfy every liberal and inquiring mind, and to remove the doubts of the most sceptical. The bin being situated in the open square or street, at the back of Mr. Thompson's house, it may be easily inspected at any time, Mr. T. having very liberally directed every facility to be afforded for that purpose, as on the day it was put down. As the timber in this instance has evidently been exposed to the severest action of the decaying influence, it affords the strongest possible confirmation of the efficacy of the process by which they have been so completely resisted; and though this is only one out of many thousand proofs, it is of itself sufficient to satisfy every liberal and inquiring mind, and to remove the doubts of the most sceptical.

I am, Sir, your most obedient servant.

West walk, Hammersmith, Sep. 3. F. FALKNER.

W. R. Vigne, Esq., chairman of the Anti Dry Rot Company.

ANTI DRY-ROT COMPANY—FIVE HUNDRED POUNDS

REWARD.—From some circumstances recently made known to the directors of this company, it is quite certain that important information might be given relative to the FRAUDULENT RE-ISSUE and SALE of SCRIP SHARES not at present accounted for. Notice is, therefore, hereby given, that the above REWARD will be paid to any person giving such information at our office as will enable the directors to prosecute to conviction any party guilty of the fraud, and all possible secrecy may be relied on.

HALL, FURNACE, and REPAIRS.

Salter's-hall, St. Andrew's-lane.

PUBLIC COMPANIES.

MEETINGS.

East Wheel Strawberry Mining Co.	2, St. Mildred's-court	March 11	11
London Commercial Bank	Mincing-lane	11	12
Northern and Eastern Railway	London Tavern	12	1
Duke of Cornwall's Harbour	London Tavern	14	1
Tregillan Mining Company	George and Vulture	14	1
Imperial Slate Company	2, Adelphi-terrace	14	12
London and Greenwich Railway	London Tavern	14	12
Great Wheel Prosper Mining Company	Clarendon Rooms, Liverpool	15	12
Provincial Bank of Ireland	42, Old Broad-street	15	12
Grand Collier Dock Company	25, Fenchurch-street	15	12
British Asphaltum Company	14, Bishopsgate-street	15	12
Manchester and Leeds Railway	Crow's-buildings, Manchester	15	12
Aylesbury Railway	White Hart-lane, Aylesbury	15	12
Mutual Life Assurance	37, Old Jewry	26	12
British Gas-Light Company	Office, George-yard	26	1
London Assurance	Birchin lane	26	1
London Cambric Company	Guilford Coffee-house	26	12
Gas-Light and Coke Company	19, New Bridge-street	22	11
Economic Life Assurance Society	Radley's Hotel, Bridge-street	22	1
Great Lintner and Munster Railway	12, Moorgate-street	23	1
Canada Company	18, Helia's-place	27	1
British American Land Company	London Tavern	27	1
Scotch Mines	Race Fire-office	April 4	12

CALLS.

Great Wheel Prosper Mining Co.	14, March 19	Smith, Payne, and Co.
Perran Consolidated Mining Co.	11	77, Lombard-street
Mexican Mining Company	14	Masterman, Peters, and Co.
North Midland Railway	10	George-st., Mansion-house
Imperial Bank of England	21	As former calls
Birmingham, Bristol, & Thames Junction	21	London & Westminster Bank
Great North of England Railway	19	As former calls
Mexican and South American Co.	14	April 19
American Iron and Steel Co.	24	London & Joint Stock Bank
European Gas Company	17	Ladbroke and Co.

DIVIDENDS.

North and South Wales Bank	7 per cent.	Office	March 11
General Steam Navigation Company	5s. per share	Office	March 11
Tinctor Mining Company	5s. per share	Office	April 11

MEETINGS OF SCIENTIFIC BODIES.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Statistical	4, St. Martin's-place	Monday	8 P.M.
Royal Geographical	21, Regent-street	Monday	8 P.M.
Royal Medical and Chir.	35, Berners-street	Tuesday	8 P.M.
Civil Engineers	1, Cannon-row	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	7 P.M.
Geological	8, Somerset House	Wednesday	8 P.M.
Medical Botanical	22, Sackville-street	Wednesday	8 P.M.
R. Society of Literature	St. Martin's-place	Thursday	8 P.M.
Zoological	28, Leicester-square	Tuesday	8 P.M.
Scientific Society	Charlotte-st., Bloomsbury	Thursday	8 P.M.
Royal	Somerset House	Thursday	8 P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
London Institution	Finchburg-circus	Thursday	7 P.M.
Royal Institution	Albemarle-street	Friday	8 P.M.
Royal Asiatic	14, Grafton-street	Saturday	7 P.M.

NOTICES TO CORRESPONDENTS.

Mr. Henwood's communication has been received, and will be availed of at an early period.
We are unable to answer the question of a "Constant Reader." Having no knowledge of "Wheal Morgan" as a public company, the report forwarded to us, can only be inserted as an advertisement.

THE MINING JOURNAL,

And Commercial Gazette.

LONDON, MARCH 9, 1839.

The late resolution of the House of Commons, with regard to the execution of Irish Railways, is a measure calculated to give general satisfaction to those who are really the friends of that country, as it confers upon her a benefit of incalculable value, the effects of which, real and substantial as they are, will at once come into practical operation, while the influence of the measure may—as there is little doubt it will—extend with increasing energy throughout an indefinitely long prospective period. The institution of the Irish Railway Commission, in itself an excellent and judicious proceeding, although by no means unproductive of injury to individual interests, as we have before had occasion to observe, has been well followed up by the propositions introduced on the part of Government by Lord MORPETH, and carried after a long and animated discussion by a majority of 144 to 100. During this debate the principles upon which the proposed measure was founded, and the advantages which it was calculated to produce, were successfully, or indeed triumphantly established, nor can they, in our mind, be seriously questioned by any whose judgment is not blinded, or perverted by an excess of party or political feeling.

These principles we have before often argued, and the benefits we have repeatedly pointed out, and bearing as they do upon the great public measure in question, it is of much importance that they should be well and generally understood. The plausible and specious plea so often brought forward against the line of conduct which Government has at length avowed its intention of adopting, is the principle of leaving all projects for public improvements, in Ireland as in England, in the hands of private individuals, who have on this side of the channel shown themselves competent to effect unaided the most gigantic undertakings. True as this principle undoubtedly is, and much as we should deprecate the systematic interference of Government, in railways or other private projects (a plan which although long established, and perhaps even beneficial on the continent, would illaccord with the free spirit of enterprise existing in this country), there are cases where the application of this principle would be attended with most injurious results, and where the necessity of the case requires an entirely opposite mode of proceeding. Private enterprise, although in every instance the means of effecting public improvement, and of increasing national advantages, does not pursue these objects as its primary aim, it acts of course on the narrow though proper basis of individual benefit, and the more extended results of this action arise entirely from an indirect train of circumstances having little connection with the original views of the parties. While, therefore, private enterprise is capable of effecting much, very much, that is desirable and beneficial in a national point of view, it does not follow that it will accomplish all, and the more important of these residuary objects fall properly and fairly within the scope of Government interference. Such we have ever considered to be the case with the railway system in Ireland, where, although locally beneficial works might be successfully carried into execution by individuals, little that would be extensively and nationally beneficial, as embracing the least remunerative districts, could be looked for except from Government assistance.

The natural wealth and the fortuitous advantages which exercise so powerful an influence on the prosperity of our own, as of every other country, are partially distributed over certain favoured tracts, which hence exhibit an abundant population, and display the highest commercial activity. To these more fortunate localities it is, therefore, that private enterprise will ever be in great

measure confined, leaving extensive districts unheeded, which present a less inviting field, but where nevertheless the outlay of capital might be productive in time of the greatest national advantage. The population of these less favoured tracts has, therefore, strong claims not only upon the sympathy, but upon the actual assistance of Government, without which it has little chance of ever overcoming its natural disadvantages, and may thus in time become a source of weakness and incumbrance instead of strength and safety to the empire.

Happily for our national prosperity, we may look over a large extent of the United Kingdom without finding cases in which Government intervention is thus rendered needful, and in which, on the contrary, we have the gratifying spectacle of a wealthy, industrious, and intelligent population, fully sensible of their own interests, and in a situation to accomplish whatever measures may appear necessary for its promotion. But to this state of things one most important exception occurs in the case of Ireland; and can we with safety progress ourselves, while she remains sunk in neglect and destitution? Will not some fearful revulsion follow this anomalous state of affairs? or can that prosperity be sound or lasting which does not embrace, or rather which entirely excludes, so extensive and so populous a portion of the empire? It is true, that private enterprise has not been totally inactive in Ireland, that it has selected some few promising localities for its operations, and had it not been held back by the anticipated results of the Railway Commission, they would have been in a much more forward state than is actually the case. Under the most favourable circumstances, however, how very far would Ireland have been left behind, and to what a very limited extent could she ever have hoped for the benefits of railway communication as the mere effects of private enterprise. The successful result of the Liverpool and Manchester Railway at once established this mode of conveyance in the estimation of the English capitalist; nor need we more than allude to the numerous gigantic undertakings, either completed or in progress, which have, in the short space of eight or nine years, arisen out of it. Railway communication has now for some time been opened from London to Liverpool, a distance of 210 miles, and to Preston, which is still more distant; Ireland, on the other hand, has as yet completed but one short line, that from Dublin to Kingston, the length of which is but six miles, and even for this small work, one-half the money was advanced by Government. Facts like these, can need no comment, they show clearly that these undertakings advance not with that spirit in the Sister Kingdom which they do here; and that if any great and extensive system of railways is to be carried into execution in Ireland, one which, without regard to immediate profit or advantage, is to be made subservient to the permanent well-being of the country, it must be Government, and Government alone, which confers the boon.

From the outcry which has been raised against this measure, and the violence with which it has been assailed, both in Parliament and by a portion of the press, it might almost be supposed that no similar innovation had before been attempted, and that the execution of those public works by Government, which we are accustomed to see left in the hands of private individuals, was something new and before unheard of. Such is by no means the fact, on the contrary, a full precedent has been long established in the well-known case of the Highland Roads and Bridges, and of that great national undertaking, the Caledonian Canal—works which have most materially benefited one of the most wild and mountainous portions of our island, and afforded that aid to its population which would vainly have been looked for as the result of private enterprise, to which, however, the way has been thus paved, by removing the natural obstacles of the district. With so obvious a precedent as this to act upon, and such immense prospective benefits, unattainable by other means, in view, it is evident to all who view the subject with an unbiased mind, that Government has acted both boldly and wisely in coming forward to execute the extensive and important undertakings to which it stands pledged by the resolutions to which we have alluded.

The selection of any particular line or lines for execution, and the consequent benefit accruing to the districts traversed, in which others do not partake, will, of course, lead to complaint from other quarters, more especially with the virulent political feelings which, unfortunately, embarrass this question. Whatever choice might have been or could have been made, complaints of partiality were inevitable; it, therefore, matters little to disprove them, but in our judgment, the plan proposed is, on the whole, as advantageous to Ireland, and as little open to real objection as any that could have been devised. The line from Dublin to Cork, with branches to Limerick and Clonmel, which has been chosen by Government for execution, will open communications of vast importance to Ireland, through a part of the country which, as stated by Lord MORPETH, is now without navigable rivers or canals, while it connects Dublin, and, of course, the manufacturing districts of this country with the principal port in the south of Ireland. The extent of 213 miles of railway communication, of which the main trunk line from Dublin to Cork will be 166 miles,* is, we conceive, a satisfactory scale for the commencement of this great experiment, on which the estimated sum of 2,556,000*l.*, or even a larger amount, will be well expended. The estimate appears, indeed, so low, as rather to excite distrust; but we are assured that the commissioners framed their calculations with care, and it is evident that they could have no interested motive or design in underrating the expenditure which would be required for the works which they proposed. That these calculations and estimates will, in every case, prove infallible, we do not mean to assert: we are, indeed, disposed to believe that they will, in some degree, be found to partake of the prevailing error of being below the mark; still, looking to all the circumstances of the case, we believe them to be as fair approximations as it was practicable to obtain.

It would be useless here to enter at any length upon the discussion which took place in the House upon Lord MORPETH's resolution, and which occupied no less than five hours, taking up in-

* The branch from Holyrood to Limerick will be thirty-six miles in length, and the branch calling Clonmel will be ten miles.

have a good prospect, and are throwing up a pretty large quantity of ore. At this level driving west, on the south lode, it is composed of a very soft spar, jack, and muddle, speckled with lead; we consider it a very kindly looking level.

TRELEIGH CONSOLIDATED MINING COMPANY.

March 2.—In writing this week, I am happy to state that Chilverton continues to promise happy results. The levels are but little altered since my last report, but in sinking the winze under the twenty fathom level (which is over the 4s. 3d. pitch), we have a good bunch of ore going down, and the pitch continues to look well in rising towards it from the thirty, while the bottom of this level, which is set at 3s., looks well also, and the tributers getting good wages. The several other pitches are promising, and we may reasonably calculate on increasing the quantity of ore for the next sampling. At Shanger the levels are poor, though the twenty promises to be productive. We have a pitch working here by four men, at 5s. in the pound, who are breaking ore and getting wages, within seven fathoms of the present end, from which we purpose to rise against Good Fortune shaft immediately. We are all busily engaged in preparing the pitwork for Christo, and by the end of this month hope to be in course of sinking under the forty fathom level.

W. SINCOCK.

GREAT WHEAL CHARLOTTE MINING COMPANY.

March 2.—The sixty-two fathom level west has been driven about two fathoms during the past month. I am sorry to say that, after driving the first fathom, the lode became comparatively poor; the first six feet produced about seven tons, but the last has not turned out more than three tons. The lode is at present about six feet wide, and will yield from three to four tons of ore per fathom. The men formerly employed in driving the sixty-two fathom level east have been set to sink a winze in the bottom of the fifty-two fathom level, where we have a large lode, yielding at least two tons per fathom; when we abandoned the sixty-two fathom level east the lode was about four feet wide, producing stones of ore, but not enough to be worth any thing. In the thirty-two fathom level, east from Moyle's, the lode is one foot wide, with good spots of ore in it. A winze in the bottom of the thirty-two fathom level, at Midwinter's, is poor; the lode is about three feet wide, producing stones of ore, but not sufficient to pay for sinking. The lode in the back of the thirty-two fathom, at Midwinter's, looks kindly at present; it will yield about a ton and a half of ore, of good quality, per fathom. We expect, by the end of next week, to hole this rise to the twenty-two fathom level, after which we shall be able to set some new pitches, which I hope will increase the returns. We calculate that this ground may be worked at a tribute of 6s. 6d. or 7s. in 30s. The summen are getting on very well in sinking the shaft—they are down about four fathoms one foot below the sixty-two fathom level.

UNITED WELLS MINING COMPANY.

March 2.—In the twenty-five fathom level, west of Diagonal shaft, the lode is two feet wide, producing but little ore. In the thirty-five fathom level east the lode is two feet wide, with good stones of ore. In the adit end, east of Diagonal shaft, the lode is two feet six inches wide, with ore on the south part. In the winze sinking at the bottom of the ten fathom level, the lode is three feet wide, one foot good for ore. In the twenty fathom level, east of eastern shaft, the lode is three feet wide, with some good branches of ore. In the twenty-seven fathom level east the lode is from two to three feet wide, with a promising appearance. In the winze, bottom of thirty-five fathom level, the lode is five feet wide—two feet good ore. In the thirty-six fathom level, east of Turton's shaft, the lode is five feet wide—two feet good ore. In the thirty-six fathom level, west of ditto, the lode is four feet wide, with ore throughout, but not rich in quality. In the forty fathom level, east of Williams's shaft, the lode is small; we are cutting north in search of more. In the forty fathom level, west of ditto, the lode is five feet wide, two feet six inches good ore. In Williams's engine-shaft sinking, the lode is six feet wide, producing some good ore.

C. PENROSE.

FOREIGN MINES.

ALLEN COPPER MINING ASSOCIATION.

[Extract of a general Report received from the Allen Mines, which may be seen at the offices of the company, Winchester-house, Broad-street].

Concluded from our last.

Woodfall's Lode.—This year has been the best epoch of the lode; 700 tons of ore, of good quality, broken, have yielded a handsome profit. The ground explored in this mine is very extensive; a shaft on the lode having been sunk forty-five fathoms in depth, and levels driven east and west at twenty fathoms depth from the shaft, the former to an extent of twenty fathoms. A considerable profit may be expected from it this year, and there are reserves for three years to come. Should the ore in the east level continue in depth as far as the depth of the shaft, and in its present state of productiveness, the reserves will be proportionately increased.

Ward's Lode has returned about 900 tons of inferior ore, and owing to sundry expenses incurred with opening ground, the mine has not paid its cost. A new lode discovered to the west of Ward's, tried only to the extent of six fathoms in depth, holds out very flattering appearances; it is at least ten feet wide, composed of gossan, imbedding uncommonly rich and promising stones of ore; the further trial can be made at a small expense. The deep adit level is driven about fifty fathoms into the mountain; has intersected a lode, although not rich, is still superior to any before met with at this depth, and extremely promising. Eighty fathoms of stope to the roof remain unexplored, and will give great reserves if the ore holds all the way. It is conjectured that this lode is the same as Woodfall's. Several trials on other newly discovered lodes are now making, with reasonable prospects of success; but the progress made is too limited to warrant any opinion at present. The smelting-house is now in active operation, and copper has been made of superior quality, at a cost which justifies the expectation formed thereof.

The total produce of the Allen mines for the year ending 30th September, 1838, has been 123 tons of good copper shipped, of which forty have not yet arrived, and ores 945 tons, averaging about 25 per cent.

175 ditto ditto	15
310 ditto ditto	11
125 ditto ditto	9

The total gross produce of the shipments of copper and ore being 20,000l., and there remained at the mine about 600 tons of common ores, and at the smelting house 60 tons of copper in regulus and ores.

IMPERIAL BRITISH MINING ASSOCIATION.

Ganga See, Dec. 19.—The gold workings do not afford very satisfactory evidence of the present productiveness of the mine, and, unfortunately, the promise of better results which some part of our workings held out, is, with the exception of an occasional half-ton of work for the washing-house from the new north vein at Avelline's, and the forty-eight, at Bayly's, almost exclusively and entirely confined to the western ground, where the vein occasionally yields rich bunches, and continues to wear a favourable appearance. We are threatened in our approaches towards Cumbria with the trouble and expense in timber, which in former times attached to the working in similarly soft ground south of Skerrett's shaft.

Produce from 20th November to 18th Dec. (seventeen days).—22 lb. 1 oz. 17 dwt. 33 grs.—69 lb. 7 oz. 5 dwt.—Total from 1st July to 18th December, 443 lb. 4 oz. 18 grs.

BRASILIAN COMPANY.

Cuba Branca, Dec. 9.—The wet weather has prevented the Olho Fino ground from being trammed, but I hope this week to get out a few tons, and doubt not its improving the gold report, but which, remembering the more than usual proportion of eastern ground stamped, is not bad.

Dec. 18.—We still continue to be sadly bothered by the almost constant heavy rains in our various works, both in and out of the mine, and it is with great difficulty and exertions that we can manage the inefficient supply which you will see the stamps have. One side of the new stamping mill will, I expect, be complete in a fortnight, and I look to hole daily in the shallow kilns level, when a trammed will immediately be laid down to supply it from the deep adit, as before stated.

W. COTTEWORTH.

NATIONAL BRITISH MINING ASSOCIATION.

Extract from the Commissioner's Letter.

Cocino, Dec. 18.—The heavy rains still continue, but we are now deriving the benefit from the extensive repairs which we strengthened our water-courses during last season. Should the expectation of Captain Treinar, respecting the fullness be realized, we shall have a virgin mine to the surface, for the proprietors have not worked on any vein there. The appearance of the junction is certainly most favourable, for it has the same rich dark colour it always exhibits where we find it satisfactory.

Produce for eight working days—17 mace 9 s. 3 p.

Band extracted, but reserved for reduction, calculated at as much more.

MINER GENERAL MINING COMPANY.

Morre du Alamo, Dec. 18.—The works continue with regularity, but I have still to lament the great deficiency of force in supply the whole number of stamps, not yet having been so fortunate as to procure any more from either hired or otherwise. On the bench at the landing level we have been stopping down to the depth of about eight feet, some layers containing with a favourable appearance, whilst others, particularly at the hanging-wall, are poorer than they formerly proved. By not yet having finished the timber work of the third furnace, we were prevented from working the stoves nearest the south-west of the camp, where the bed is most productive, but I expect in two or three days we may be able to recommence hauling at this station, and set this part of the stoves in active operation. The new amalgamation has been finished to replace the old small one; it has been fixed during these last three days, and will go to work to-morrow.

RAILWAY INTELLIGENCE.

In the House of Commons, on Thursday evening, Mr. Mackinnon gave notice of a motion for Thursday, March 21st, for a "select committee, for the purpose of ascertaining how far the formation of railroads may affect the interests of turnpike trusts, and further, to consider whether some legislative enactment ought to be recommended in the event of railroads becoming, on the chief lines of communication, the only means of public conveyance."

LONDON AND BRIGHTON RAILWAY.—The works both at Balcombe and at Clayton have been stopped for several days in consequence of the springs being out. There are, we hear, from fifty to sixty feet of water in the Balcombe shaft, and from twenty to thirty feet in the Clayton shaft. Indeed we have heard that a very grave doubt exists whether the line must not be altogether diverted to avoid these dropical hills. We understand that a gentleman was recently down from London to view and inspect these spots who declared that the symptoms were more formidable than those which were the cause of so much expense and delay on the Great Western line.—*Brighton Guardian*.

NORTH MIDLAND RAILWAY.—An injunction has been granted by the Vice-Chancellor, against the North Midland Railway Company, their workmen, &c., from entering on, or in any manner working in, or using a piece of land near to Amber Mill, belonging to a Mr. Innocent, the soil and earth of which they were in the act of removing, to form embankments on the line of the railway.—*Derbyshire Courier*.

INTENDED NEW RAILWAY.—It is intended to apply to parliament in the next session for leave to bring in a bill to make a branch railway from Coventry to Leamington. The proposed line runs through the parishes of Stivichall, Stoneleigh, Kenilworth, Leek, Wotton, Milverton, Emascote, Newbold Comyn, and terminates at or near to Bath-place, in the town of Leamington. It is also intended to extend the line from Milverton, through Myton, to Warwick.—*Derbyshire Courier*.

PROJECTED RAILWAY FROM UXBRIDGE TO STAINES.—Among the numerous projects at present on foot, we understand it is in contemplation to apply to Parliament for a bill authorising the making of a Railway, to be called the "Great Western, Uxbridge, and Staines Junction Railway," commencing at or near the High-street, near Vine-street, in the town of Uxbridge, and terminating by a junction with the Great Western Railway, in the parish of Iwer, Bucks, at or near the high-road near Colnbrook, and also a branch railway from and out of the Great Western Railway, commencing thereat, in the parish of Iwer, at or near the high-road leading at or near the river Thames, at Staines, and contiguous to the parish church, passing through the parishes of Iwer and Langley, in Buckinghamshire, and Stanwell, Colnbrook, and Staines, in Middlesex. By the above railroad a speedy communication will be formed between the three western roads, viz., the Great Western, the Bath, and the Oxford, and likewise between the two extreme western points of the county of Middlesex, which are divided by a portion of Bucks.—*Observer*.

MANCHESTER AND LEEDS RAILWAY.—A correspondent informs us, that "The extensive viaduct on the Rochdale contract, executed by the experienced contractors, Messrs. Thomson and Turner, is now completed and ready for the rails; it consists of fifteen stone arches, twenty-one feet span, together with four large iron arches over the Rochdale Canal and Oldham Road. There are seven other stone bridges on the contract completed, and the whole of the embankments finished, and the permanent road laid. The whole contract will be finished by the first of April, and it has only been in operation fourteen months."

MIDLAND COUNTIES RAILWAY.—The contractors for this important undertaking are proceeding with great spirit in the execution of their respective contracts. The line between Nottingham and Derby is rapidly progressing towards completion, and will, we understand, be open to the public on the 1st of May next. At the tunnel, near the Red Hill, there are two sets of hands employed, so that the works proceed by day and night. On the 9th ult., the workmen accomplished a passage through the hill, the whole length of the tunnel; the greatest part of which is already substantially arched with bricks. Three of the piers of the intended bridge across the Trent are erected, and the coffer dam, for the other pier, is nearly finished; the flood arches adjoining are also completed. The embankments and excavations along the remainder of the line are in a state of great forwardness. That part of the railway between the Trent and Leicester will be opened early in the spring of next year, and the remaining part, namely, from Leicester to Rugby, in the following summer.—*North Derbyshire Chronicle*.—On Wednesday last, about six o'clock, one of the arches, which was nearly completed, erected near the plaster pits, on the Humberstone-road, suddenly fell in with a tremendous crash, owing to one of the pillars upon which it rested, not being sufficiently secure.—The following is the engineer's return of the quantity of earth-work executed, and the number of men, horses, and engines employed, on the works, from the 26th of January to the 23rd of February, 1839: earth work executed, 214,834 cubic yards; number of men, 4297; number of horses, 465; engines, three locomotive and one stationary.

RAILWAY BAGS.—A very ingenious apparatus has just been erected by order of government on the railroad from London to Liverpool, for exchanging the letter-bags conveyed by the travelling post-office, without in the least checking the speed of the steam-carriage. The bags are now taken and left, at any rate of speed, however rapid, at which the train may be travelling, thus considerably expediting the transit of correspondence, effecting a vast saving in the consumption of steam power, and though last, not least, in importance, getting rid of the liability of serious accidents to the parties employed in exchanging the bags in the old mode.

THE NEWCASTLE AND CARLISLE RAILWAY.—The directors of this company have given notice of their intention to apply to Parliament for an act to authorise them to deviate in many respects from the original line of the railway, and adopt other lines instead of it, and to confirm other deviations already made. The principal powers sought are to commence a deviation or substitution line in what is called the White Well Field, in the township of Elswick, "and terminating on the east side of the lane or occupation carriage road, leading from the Scotswood Road to the Lead Factory Quay," and to make a branch railway, commencing at "the head of the waterworks ravine, and terminating in the line of railway by the first mentioned act authorised to be made." This will be the company's fifth act of Parliament.—*Tyne Mercury*.

LEEDS AND BRADFORD RAILWAY.—The report of Messrs. Stephenson and Gooch has been presented to the provisional committee. The estimated cost of laying down the railway is 400,000l., exclusive of stations, depots, engines, which, together with all other necessary machinery, will require a further sum of 50,000l. An important feature in the report is the formation of a Junction Line between the main line and the North Midland, which is intended to cross the turnpike road, near Wellington Bridge, and passing between Messrs. Marshall and Co's works and the village of Holbeck, and between Mr. Russell's pottery and the toll bar, and thence to the North Midland Railway, a little south of the Leeds pottery. This Junction Line, about one mile and three-quarters in length, will enable passengers, &c., to pass on to the latter railway without the inconvenience and expense of changing conveyance.—*Bradford Observer*.

DONCASTER, NORTH MIDLAND, AND GOOLE RAILWAY.—We understand that the project for connecting Goole, Thorne, and Doncaster with the North Midland and the Sheffield and Rotherham Railways, has been received with high prospects of success. It will branch from the North Midland at Kitchmarsh, and proceed through or close to Doncaster, extending inwards to the port of Goole. The preliminary steps have already been taken, and the line is now being surveyed under the skilful direction of Mr. Swanwick.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending Saturday last, the 24 inst., is as follows:—Gold bars to Hamburg, 1636 oz. Gold coin to Rotterdam, 1250 oz.; Boulogne, 1000 oz. Silver coin to Bombay, 178,000 oz.; West Indies, 2850 oz.; and Havre, 2165 oz.

POWERS OF MACHINERY.—In one branch alone (the cotton trade), some spindles, which, before the new improvements were effected, used to revolve fifty times in a minute, now perform six, seven, and in some cases, 8000 revolutions, in the same short space of time. In one establishment at Manchester, there are 136,000 spindles kept in incessant motion by steam power, by which they are enabled to spin 1,200,000 miles (not yards) of cotton thread per week. The weekly produce of this article, when the machines are in full work is about 400,000,000 of miles, or enough to encompass the earth 160 times.—*Dublin Monitor*.

NEW MATERIAL FOR SHEATHING SHIPS' BOTTOMS.

(From the *Liverpool Journal*.)

A few years ago, a patent was obtained for a metal, wherewith to cover the bottoms of vessels, and which promised all the advantages of copper, with at least equal durability in any climate, and a considerable saving in cost. It consists of an amalgamation of metals, copper itself being the principal, and zinc probably (for we are not in the secret) forming one of the ingredients. It is manufactured in sheets in the same manner as copper, and from its resemblance to yellowish tinted brass, has obtained the name of "yellow metal." Several vessels belonging to this port, and others of London, were plated with it some years ago; but it was found to be less ductile than copper, and therefore less suitable for being laid round angles, or into the grooves or hollows of the stern-post or rudder, where the rudder irons (or rather coppers) are attached. In some instances, too, when it required renewing, it was found, on taking it off, that it had, to a considerable degree, perished, having become so brittle, and full of minute pores, that, to use the word of a seaman, who examined it, "it broke in the fingers like a piece of gingerbread." This was, however, in the comparative infancy of the invention, and before proper proportions of materials, of which the metal was composed, had been proved by the test of experience; and the friend of science and of commerce will, doubtless, be gratified to learn that such improvements have since been made, as will, in all probability, ere long, render the use of the "yellow metal" almost universal in our mercantile marine, as at once combining economy with durability. The metal is now made sufficiently ductile for sheathing; several fine large ships have been bottomed with it within the last few months, and it is so rapidly gaining ground in the estimation of navigators, that we are informed Messrs. Pascoe Grenfell, and Sons, copper dealers, have, during the last half year, done much more business in the article than in copper itself. The captains who have lately given it a trial, speak highly of its good qualities; and one vessel plated with it has made three successive voyages from London to India without requiring any renewal in that particular—showing a durability considerably beyond the copper generally used. The price is 1½ per lb. cheaper than copper, and it is 6½ per cent. lighter than that metal. It is also found to retain its weight to a greater extent, and the old metal is taken back in exchange by the manufacturers. Another, and perhaps an equally important use of this metal is, for the bolts or fastenings of ships. From its hardness, when manufactured for this purpose, it is vastly superior to copper, inasmuch as being nearly as hard as iron, it can be driven into a much smaller augur-hole than copper, and to a greater depth in dead wood, forming, consequently, a tighter and stronger fastening, and not so liable to draw, on this account, as well as from the absence of veridigia. From all, indeed, that we can learn, the "yellow metal" may be considered one of the most useful discoveries of modern times in a commercial country like this.

CONTINENTAL BANKING AND SPECULATION.

Beyond the mere fact of the suspension of a banking company, so little is known of the causes which have chiefly contributed to the money and commercial crisis in Belgium, that it may be useful to recur to the accounts which well-informed persons have verified on the spot of the nature of the banking and speculative operations which, more than any thing else, have produced that result. The great apparent prosperity of the bank, Société Générale de Bruxelles, with its offshoots of other companies, led to the projection of the Banque de Belgique as a rival, as stated on a former occasion. This bank, however, had a capital of no more than 20,000,000f. to compete with the 105,000,000f. of the other. A very considerable, if not the greater, part of this capital was raised in Paris, where the share mania was then in full vigour, and the directors of the new institution are said to have availed themselves of it to sell out shares there at the enormous premium of 45 to 50 per cent., but it is doubtful whether the premiums so realised ever found their way into the coffers of the bank, and were not rather pocketed by the projectors and directors. The shares of 1000f. were not turned to account at the rate of 1450f. each, and these shares, thus exorbitantly paid for, have since been seen to fall in a few days to 560f.

This bank was greatly favoured by the government; so much so, indeed, that it was authorised to act as a bank for savings, and thus became a place of deposit for the small hoards of the poor and the working classes. It possessed the privilege also of issuing notes payable to bearer on demand of from 40f. to 100f. each. It was, therefore, a bank of deposit, of circulation, of discounts, and of savings. By one of the statutes of its charter it was empowered to issue notes to an amount not exceeding its capital, but this only upon the deposit or in exchange, by way of advances or discounts of solid securities. By another statute this prudent reservation or check upon any disposition to speculation was made ineffective, for it was enacted that the bank might extend the circle of its operations to other branches of commerce, on the proposition of the directors, to be approved by a general meeting. In a short time after its formation this bank, in imitation of the great bank, Société Générale, engaged in a multitude of other speculations and companies. One of these was the establishment of the Société des Actions Reunies, with a capital of 12,000,000f., the direction of which was, in fact, the same as that of the bank itself. The expressed object of this company was to enable the small rentiers or proprietors to take an interest in large undertakings, and to afford them a guarantee against the risk which might attend their engaging the whole of their means in any one isolated enterprise. The capital of this company was to be invested in the Belgian funds and in the shares of public companies forming, or to be formed, under the patronage of the bank. The guarantee, therefore, amounted to this, that the new company were to subscribe for shares in a variety of other companies in course of formation, and thus the shareholders in that one company would indirectly be interested in all the rest, with the presumed advantage, that in the case of some failing others might succeed, and thus upon the average there might be a chance of gain with security against loss. This Société des Actions Reunies resembled, therefore, it will be seen, a notable concern that was started here about the year 1826, for buying up shares in all other companies, and so making an average profit or loss, as the case might be, upon the whole.

The upshot of this scheming ended, as is known, in the suspension of payments of the Banque de Belgique. As might have been foreseen, its funds were all, or nearly all, invested in securities wholly unavailable in case of pressure, and a run upon it commenced the instant that reports began to circulate to its disadvantage, not only by the holders of its paper, but by all the depositors in its capacity as the savings bank, which naturally brought it to a stand-still, with little beyond shares and other dead-weight values in hand. It is stated that the bank had also speculated largely in the funds. It is not known yet how its affairs may wind up, although, according to the accounts produced at the late general meeting, they appeared to be proceeding satisfactorily. But it must be remembered that the government had hitherto advanced the funds by which it was enabled to pay off the small depositors and the paper circulation, and, therefore, nothing definite was known as to the realisation of its own assets for the satisfaction of the larger creditors, and for a final division among the shareholders. It appears the directors had calculated on making large premiums upon the shares of the railroad projected by Mr. Cockerill from Paris to Brussels, in which they were to be principally interested, and that even to the last moment the profits thus to be made were counted upon for relieving the bank from its embarrassments.

Arising out of the suspicion of mismanagement in its affairs, and of jobbing on the part of the directors, a singular process is said to have been commenced by the shareholders resident in Paris and the vicinity, who appear to be subscribers to the enormous extent of 19,000,000f. out of the 20,000,000f. of the capital stock. The directors, it appears, had called a meeting, in order to submit a plan for the reconstruction of the bank on a new basis; but, far from countenancing this project, the French proprietors decided on holding them individually responsible for the whole capital subscribed, on the ground of having exceeded the powers confided to them in the deed of incorporation. An introductory notice had been already served upon the directors, some of whom were known to be very wealthy men. Three of the most distinguished members of the Paris bar had undertaken the cause, and, it is said, were about to proceed to Brussels, where the action was to be tried. The French shareholders, however, were not disposed to rely altogether on the event of this law-suit against the directors, but intended also to hold the Belgian Government itself responsible to a certain point for the breaches of the statutes committed, or for by the terms of the charter a power of general superintendence was specially reserved to it. It is added, that the French Ministry are disposed to sustain the shareholders in this attempt to obtain redress from the Belgian authorities. In the course of these proceedings some curious disclosures may therefore be anticipated on the mode in which banking operations are carried on, and companies connected in Belgium. Among other charges it may be noticed that the bank in question stands accused of having declared and paid interest and dividends not out of the profits, but out of the capital, with the view of keeping up the price of shares, and encouraging speculation, and that the balance-sheet presented were no better than "anarchical" fabrications. Here such results will excite little surprise, since the public have unfortunately become familiar with them by various examples, and even in the issuing of shares at an extravagant rate of premium within a few weeks of the embankments and final suspension of banks on whose shares premiums were so exacted as in the case of the French shareholders, and eagerly sought after by credulous parties putting their faith in fallacious balance-sheets.—*Times*.

RAILWAY ESTIMATES.

The following statement relative to the difference between railway estimates and expenditure, was made by the chairman of the Hall and Selby Railway Company, at the meeting on the 1st inst., and referred to in our report of the proceedings at the time:—

The Liverpool and Manchester line, (Mr. G. Stephenson, engineer)
the capital in 1826 was fixed at £510,000
In 1829 it increased to 637,000
Subsequently to 800,000
And the amount expended on the works, &c., up to June, 1839
Being at the rate of 44,029l. per mile for thirty-one miles.
The Grand Junction (Mr. Locke, engineer), estimated in 1833 at 1,000,000
By directors' report in Jan., 1838, amount expended was 1,600,000
And a large additional outlay was required for locomotive power and works, stations, &c.
The London and Birmingham (Mr. R. B. Stephenson, engineer), the estimate in 1834 was 2,500,000
In 1837 it increased to 4,500,000
And the chairman, in June, 1838, stated that an additional 500,000l. would be required, making 5,000,000
And it is now pretty well understood that the entire work will not be completed for less than 6,000,000
The Southampton (Mr. Giles part, afterwards Mr. Locke), the capital in 1834 was 1,000,000
In 1837 new shares (25l.) increased it to 1,500,000
Spent up to 31st August 1,336,407l., further sum of 450,000l. requisite, making 1,786,407
The Dublin and Kingstown (Mr. Vignoles, engineer), the capital in 1834 was fixed at 300,000
Up to December, 1837, was expended nearly 300,000
The line is only six miles long, but traffic sufficient to yield a net income of 14,500l. per annum.
The Greenwich (Colonel Landmann, engineer), the original estimate in 1833 was 400,000
The expenditure to 1838 was 600,000
And a considerable sum required to complete the works.

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM DEC. 11 TO MARCH 5, INCLUSIVE:—

LIABILITIES.		ASSETS.	
Circulation	£18,298,000	Securities	£22,767,000
Deposits	9,950,000	Bullion	8,106,000
	£28,248,000		£30,873,000

PRICES OF SHARES IN BIRMINGHAM.—Town and District Bank, 8l. 2s. 6d.; Coventry Union, 5l. 12s. 6d.; Dudley and West Bromwich, 12l. 10s.; Gloucestershire, 24l. 17s. 6d.; Walsall and South Staffordshire, 7l.; Wolverhampton and Staffordshire, 16l. 15s.—London and Birmingham Railway, 170l.; ditto, quarter shares, 29l.—Grand Junction Canal, 13l.; Stratford-upon-Avon, 43l. 5s.; Wyrley and Essington, 172l.—Blaenavon Mine, 42l. 10s.—Birmingham Gas Company, 95l.; Birmingham and Staffordshire, 73l.—Birmingham Fire Office, 122l. 10s.—Birmingham Plate and Crown Glass, 3l. 10s.—Old Brewery, 5l. 16s.—British Alkali, 30l. 10s.—General Steam Navigation, 25l. 10s.—*Midland Counties Herald.*

LONDON AND GREENWICH RAILWAY.—The number of passengers on the line from the 27th ult., to the 6th inst., was 30,007, producing (including creek and footpath), 1042l. 1s. 10d.

ANTHRACITE COAL.—A correspondent writes:—"As time progresses, so do the experiments on this important fuel, and no doubt now exists, in the minds of those best acquainted with its merits, as to its full and entire applicability for locomotive engines and steam vessels, and that at a saving of 56 per cent. over the common Sunderland coal; and when we consider that, in addition to the important saving of stowage, proprietors of steam conveyances in general are now provided with a fuel that burns entirely free from smoke, and almost without dust, we cannot but see that the day has at length arrived when anthracite coal will have to perform an almost exclusive part in the movement, not only of locomotives and steam vessels, but also of every description of steam machinery in the kingdom. Till lately, a difficulty existed as to the renewal of anthracite fire, (the sudden damp occasioned by a fresh supply having lowered the steam pressure, and, as a consequence, the power and speed of the engine,) but by an ingenious and exceedingly simple contrivance, that difficulty has been overcome, and the combustion of the coal is fully and perfectly kept up. By the proprietors of steam vessels, this important desideratum must be hailed with peculiar satisfaction; for, instead of having to carry across the Atlantic some 800 tons of bituminous coal in the great steam ships now trading to America, about 350 tons of anthracite will be sufficient for the voyage; and the same calculations hold good with regard to railway engines. Surely, after this, we shall hear no more of great steam vessels returning from sea for want of stowage room to carry sufficient fuel for the voyage. The East India and other companies, about to establish steam communication with India, will do well to look to this matter; as, with a saving of 56 per cent. by using anthracite, they will be enabled to store their depôts at the Cape, Bombay, &c., at a saving in expense of freight of more than one half, or, speaking decimally correct, of 56l. in every 100l.—*Birmingham paper.*

COPPER AND TIN.—In the House of Commons, on Friday, the 1st inst., on the motion of Mr. Pendergast, accounts were ordered, "of all copper imported into the United Kingdom in the year ending the 5th of January, 1839, distinguishing each sort of copper, from what country, and into what ports imported."—"Of the quantities of copper exported from the United Kingdom in the year ending the 5th of January, 1839, distinguishing each sort, from what port sent, and to what country exported."—"Of the quantities of copper exported from the port of London, in the year ending 5th of January, 1839, distinguishing each sort, and to what country exported."—"Of the quantities of copper exported from the port of Liverpool, in the year ending the 5th of January, 1839, distinguishing each sort, and to what country exported."—"Of all copper ore that has been imported into the United Kingdom, without payment of duty, for the purpose of exportation, in the year ending the 5th of January, 1839."—"Of all tin imported into the United Kingdom, in the year ending 5th of January, 1839, distinguishing from what countries imported."—"Of all tin exported from the United Kingdom, in the same year, distinguishing to what countries exported."

COALS, CINDERS, AND CULM.—In the House of Commons, on Tuesday evening last, on the motion of Mr. J. H. Vivian, returns were ordered "of the quantities of coals, cinders, and culm shipped at the several ports of England, Scotland, and Ireland coastwards, to other parts of the United Kingdom, in the year 1838, distinguishing the quantity shipped at each of the said ports, as compared with the year 1837."—"Of the quantities and declared value of coals, cinders, and culm exported from the several ports of England, Scotland, and Ireland, to foreign countries, and the British settlements abroad, in the year 1838, distinguishing the countries to which the same were sent, and comparing the same with the year 1837, also distinguishing the ports of the United Kingdom from which the same were shipped."—"Of the quantities of coal, cinders, and culm exported from the United Kingdom in the year 1838, with the rate and amount of duty thereon."—"Of the quantities of coal brought coastwards and by inland navigation into the port of London during the year 1838, comparing the same with the quantities brought during the year 1837."

TIN, ZINC, AND CALAMINE.—In the House of Commons, on Wednesday last, on the motion of Lord G. Somerset, accounts were ordered "of all foreign tin and tin ore imported into the United Kingdom, in each quarter of the last three years ending the 5th of January, 1839, distinguishing from what countries imported."—"Of the quantities of all foreign tin and tin ore taken out of the warehouses for consumption in the United Kingdom, in each month of the three years ending the 5th of January, 1837, 1838, and 1839, with the rates of duty payable thereon."—"Of the quantities of all foreign tin and tin ore taken out of the warehouses in the same period, distinguishing the countries to which exported."—"Of the quantity of British tin exported in the same period, distinguishing the ports from which the same was shipped, and the countries whereto the exportations were made."—"Returns ordered," stating the quantities of foreign zinc, and of calamine, imported into the United Kingdom in each year, from 1834 to 1838 inclusive, distinguishing the countries from which the same were imported."—"Of the quantity of foreign zinc exported from the United Kingdom during the same period, distinguishing the countries whereto the same was exported."—"Of the quantity of zinc, the produce of the United Kingdom, exported during the same period, distinguishing the countries to which the same was exported."

PURCHASES OF COPPER ORES AT SWANSEA, FEBRUARY 27.

Purchaser.	Mines.	Tons.	Total.	Price.	Amount.	Total.
1. FREEMAN & CO.	Allibonies	90	90	4 4	396 0 0	
	Simmes Dyllan	144	144	6 12	883 2 0	
	Drewycoed	182	182	6 11	1112 2 0	
			182			1384 10 0
2. GARNPHILL & CO.	Valparaiso	110	110	34 10	3750 0 0	
	Drewycoed	42	42	7 0	294 0 0	
			152			4044 0 0
3. SIMS, WILLIAMS, & CO.	Chill	68	68	34 11	2320 0 0	
	Cobla	78	78	16 15	1281 0 0	
			146			3601 0 0
4. VIVIAN & SONS.	Chill	72	72	16 11	1161 12 0	
	Allibonies	30	30	9 3	279 0 0	
	Cuba	78	78	9 12	705 6 0	
			180			2145 18 0
	Tigrony	74	74	3 12	418 2 0	
	Ballymurtagh	37	37	3 11	344 7 0	
	Sygon	24	24	3 7	168 0 0	
	Cobla	27	27	6 9	174 3 0	
			209			2857 7 0
5. WILLIAMS & CO.	Chill	100	100	16 11	1655 0 0	
	Allibonies	83	83	15 9	1261 4 0	
	Cuba	100	100	9 13	914 10 0	
			283			3830 4 0
	Knockmahon	47	47	6 4	292 11 0	
			44			336 11 0
	Valparaiso	82	82	16 10	1332 0 0	
			126			1668 0 0
	Tigrony	60	60	4 14	268 0 0	
	Cruane	14	14	4 12	61 8 0	
	Simmes Dyllan	61	61	7 8	457 18 0	
	Lackamore	44	44	6 15	271 0 0	
			1100			6719 18 0
			2533			236,301 8 0

PURCHASES OF COPPER ORES AT TRURO, FEBRUARY 28.

Purchaser.	Mines.	Tons.	Total.	Price.	Back Paid.	Total Amount.
MINES ROYAL CO.	Consolidated Mines	36	36	8 17	6	319 16 0
	United Mines	57	57	9 14	6	487 8 0
	Wheal Trewavas	354	354	7 12	0	2519 16 0
	Wheal Toigvas	21	21	2 14	6	297 4 0
			223			1820 8 0
2. VIVIAN & SONS.	Consolidated Mines	78	78	4 16	6	374 10 0
	United	87	87	7 10	6	610 10 0
	Wheal Trewavas	354	354	6 11	0	2152 10 0
	Wheal Kitty	8	8	0 3	0	24 0 0
	Great St. George	118	118	0 3	0	374 10 0
			63			340 10 0
	Fowey Consols	96	96	6 2	0	580 0 0
	Wheal Trewavas	354	354	4 1	0	1412 0 0
	Wheal Porran	4	4	0 5	0	20 0 0
	Hallen Beagle	15	15	3 6	0	54 0 0
			777			4131 16 0
3. SIMS, WILLIAMS, & CO.	United	74	74	4 14	0	342 16 0
	Great St. George	65	65	4 8	0	271 0 0
			139			613 16 0
4. FREEMAN & CO.	United	76	76	9 2	6	688 10 0
	Fowey Consols	65	65	6 12	0	391 0 0
	Wheal Trewavas	354	354	7 12	0	2519 16 0
			495			3400 16 0
5. GARNPHILL & CO.	Consolidated Mines	78	78	4 12	0	325 16 0
	United	87	87	6 0	0	522 0 0
	Wheal Trewavas	354	354	6 11	0	2152 10 0
	Wheal Porran	4	4	0 5	0	20 0 0
	Hallen Beagle	15	15	3 6	0	54 0 0
			538			2983 16 0
6. WILLIAMS & CO.	Consolidated Mines	116	116	7 1	0	817 16 0
	United	92	92	6 18	0	604 16 0
	Wheal Trewavas	354	354	6 12	0	2152 10 0
	Wheal Porran	4	4	0 5	0	20 0 0
	Hallen Beagle	15	15	3 6	0	54 0 0
			581			3647 16 0
			2804			17,320 16 0

SALE OF COPPER ORES AT POOL, Sold at Serpell's Hotel, Pool, March 7.

Mines.	Tons.	Price.	Purchaser.	Mines.	Tons.	Price.	Purchaser.
Canada	118	5 11	5. Mines Royal	United H.	72	4 4	Williams.
ditto	87	7 17	6. Viriana	ditto	72	19 4	6. Mines Royal
ditto	90	6 13	6. Mines Royal	ditto	59	3 16	6. Viriana
ditto	80	7 6	6. Viriana	ditto	58	4 14	6. Freemann.
ditto	84	5 3	6. Viriana	ditto	53	3 14	6. Viriana
ditto	80	8 8	6. Viriana	ditto	53	4 17	6. Freemann.
ditto	81	6 7	6. Mines Royal	E. Croft	50	3 13	6. Williams.
ditto	74	4 15	6. Viriana	ditto	81	3 4	6. Viriana
ditto	71	17 17	6. Viriana	ditto	53	6 10	6. Viriana
ditto	70	3 4	6. Viriana	Longmore	58	6 10	6. Viriana
ditto	89	7 4	6. Viriana	ditto	52	3 16	6. Freemann.
ditto	68	3 17	6. Viriana	Fowey Co.	104	5 6	6. Viriana
ditto	60	6 4	6. P. Grenville	ditto	99	5 6	6. Williams.
ditto	58	4 4	6. Nevill & Co.	ditto	83	3 13	6. Freemann.
ditto	45	16 17	6. P. Grenville	Wh. Lydia	43	4 10	6. Nevill & Co.
ditto	4	11 16	6. Viriana	ditto	40	3 6	6. P. Grenville
N. Boscawen	109	8 13	6. P. Grenville	ditto	41	4 17	6. Nevill & Co.
ditto	100	6 13	6. P. Grenville	S. Towan	42	6 8	6. P. Grenville
ditto	97	7 19	6. Viriana	Tinoroff	40	3 15	6. Viriana
ditto	96	5 1	6. Viriana	ditto	39	3 15	6. Williams.
ditto	91	6 17	6. P. Grenville	ditto	23	3 16	6. Nevill & Co.
ditto	81	3 0	6. Viriana	ditto	21	2 19	6. Viriana
S. Boscawen	78	5 0	6. Williams.	ditto	21	22 4	6. Viriana
ditto	78	3 11	6. Viriana	S. Boscawen	68	3 15	6. Nevill & Co.
ditto	55	1 14	6. P. Grenville	ditto	58	3 16	6. Freemann.
ditto	47	4 4	6. Williams.	ditto	58	3 16	6. Viriana
W. Channon	68	6 6	6. Viriana	East Pool	47	9 16	6. Viriana
ditto	39	1 16	6. Williams.	ditto	45	4 17	6. Nevill & Co.
Delorath	52	8 15	6. Viriana	ditto	44	4 8	6. Viriana
ditto	51	1 10	6. P. Grenville	W. Boscawen	29	7 19	6. Mines Royal
ditto	40	1 12	6. Viriana	ditto	14	3 16	6. Viriana
ditto	38	3 8	6. Viriana	Treforog	29	5 14	6. P. Grenville
ditto	35	5 12	6. Nevill & Co.	W. Boscawen	12	5 7	6. Freemann.
ditto	32	3 12	6. Viriana				

Average standard, 115l. 10s. —Average produce, 74. —Quantity of fine copper, 319 tons 2 cwt. —Amount of money, 22,732l. 10s. 6d. —Average standard of last sale, 150l. 10s. —Produce, 8.

Copper ore for sale on Thursday next, at Andrew's Hotel, Redruth. Mines and Persons:—Carrs Area Mines, 73; Wheal Friendship, Trevelyan Downs, and Owen Yenn, 22; Marazion Mines, 104; Trevelyan, 22; Redruth, 27; Wheal Boleas and Wheal Boscawen, 22; Fowey Consols, 24; Leward, 17; Wheal Julia, 14; Providence Mine, 15; Wheal Boleas, 11; Wheal Boscawen, 10; Wheal Providence, 10; Wheal Boleas, 10; Trevelyan, 10; Total, 262.

PRICES OF SHARES AT LIVERPOOL.

Share.	Price.	Share.	Price.
Liverp. & Manch. Railway	100 20 0	Leicester & Swanning	20 10 0
Ditto Quakers	25 4 0	London and Southampton	20 10 0
Ditto New Hall	35 7 0	New shares	20 10 0
Manchester, Bolton, & Bury	78 4 10	York and North Midland	20 10 0
Railway and Canal	13 14 0	Birmingham and Derby	20 10 0
Manchester & Birmingham	13 14 0	Ulster	20 10 0
Ditto Extension	7 6 0	Liverp. & Har. W. Workhouse	20 10 0
Birkenhead and Chester	27 35 0	Booth's ditto	20 10 0
Chester and Crewe	25 25 0	Liverpool Coal Gas	20 10 0
Bolton and Leigh ditto	100 64 10	Liverpool New Gas & Coke	20 10 0
Warrington & Newton ditto	100 64 10	Exchange Buildings	20 10 0
Kenyon and Leigh ditto	100 64 10	Ocean Assurance Company	20 10 0
Wigan Branch ditto	100 64 10	Liverp. Marine Assur. Co.	20 10 0
North Union	100 64 10	Bank of Liverpool	20 10 0
St. Helena & Runcorn Gap	100 64 10	Manchester and Liverpool	20 10 0
Grand Junction ditto	100 64 10	District Bank	20 10 0
Ditto Half shares	20 63 10	Royal Bank of Liverpool	20 10 0
London and Birmingham	90 120 10	Commercial Bank of Liver.	20 10 0
Quarter shares	9 20 10	Union Bank of Liverpool	20 10 0
London and Southampton	9 20 10	Liverpool Banking	20 10 0
Hull and Selby	9 20 10	Albion	20 10 0
Midland ditto	9 20 10	Northern	20 10 0
North Midland ditto	9 20 10	of England	20 10 0
South Eastern	9 20 10	Commercial Bank of Engl.	20 10 0
Birmingham & Gloucester	9 20 10	North & South Wales Bank	20 10 0
Great Western Railway	9 20 10	Bank of Manchester	20 10 0
Eastern Counties	9 20 10	Wills and Dorset Bank	20 10 0
Edinburgh and Glasgow	9 20 10	East of England Bank	20 10 0
Glasgow, Leith, & Newhaven	9 20 10	Barrow Bank	20 10 0
Glasgow, Paisley, & Greenock	9 20 10	South Lancashire Bank	20 10 0
Ditto, Kilmarnock, & Ayr	9 20 10	Royal Bank of Scotland	20 10 0
London and Brighton	9 20 10	Munk's (Woodside)	20 10 0

PRICES OF SHARES AT GLASGOW.

Share.	Price.	Share.	Price.
Bank of Scotland	100 100 0	Edinb. & Glasgow Railway	10 0 0
Royal Bank	100 100 0	Garnkirk and Glasgow	10 0 0
British Linen Company	100 100 0	Glasgow and Greenock	10 0 0
Commercial	100 100 0	Glasgow and Ayrshire	10 0 0
National	10 10 0	Monkland and Kirkintilloch	10 0 0
Glasgow Union	10 10 0	Paisley and Renfrew	10 0 0
Western Bank of Scotland	10 10 0	Manannan	10 0 0
Caledonian Fire and Life	10 10 0	Wabaw and Cultac	10 0 0
Edinburgh Life Assurance	10 10 0	Glasgow Gas	10 0 0
Fire Insurance of Scotland	10 10 0	Paisley Gas Company	10 0 0
Hercules Fire Insurance	10 10 0	Glasgow Water Co.	10 0 0
North British Fire and Life	10 10 0	Paisley Water	10 0 0
Scottish U. Fire and Life	1 1 0	Forth and Clyde Canal	10 0 0
Standard Life Insurance	25 25 0	Scott's & Glas. Union Canal	10 0 0
Ballinacry	25 25 0	North Clyde Shipping Co.	10 0 0
Dundee and Arbroath	25 25 0	Old Clyde Shipping Co.	10 0 0
Edinburgh and Dalkeith	25 25 0	Shotts Iron Company	10 0 0

PRICES OF STOCKS.

[illegible]

BANK OF ENGLAND.—TRANSFER BOOKS.

	MARCH		APRIL		MAY	
Bank Stock	Friday,	March, 1,	Friday,	April, 12,	1899.	
5 per Cent. Reduced	Tuesday,	3,	Friday,	15,	19,	
24 per Cent. R.-dncd	Friday,	6,	Monday,	16,	16,	
24 per Cent. R.-dncd	Wednesday,	8,	Tuesday,	17,	17,	
24 per Cent. R.-dncd	Saturday,	9,	Wednesday,	17,	17,	
Long Annuities	Thursday,	2,	Saturday,	18,	20,	
Annuities for term of years	Monday,	5,	Friday,	12,	12,	
Old Annuities	Tuesday,	6,	Thursday	13,	13,	
India Stock						

FOREIGN STOCKS.

	January	February	March	Thursday	Friday	Friday
Austrian, 5 per Cent.	100	100	100	100	100	100
Belgian, 5 per Cent.	100	100	100	100	100	100
Brazilian	81	80	80	80	80	80
Ditto, 1829 .....	.....	.....	.....	.....	.....	.....
Buenos Ayres, 5 per Cent. ..	.....	.....	.....	.....	.....	.....
Cuba, 5 per Cent.	80	80	80	80	80	80
Chilian, 5 per Cent. ....	.....	.....	.....	.....	.....	.....
Colombian, 5 per Cent.	26	27	27	27	27	27
Ditto, 1824, ditto	204	209	209	209	209	209
Danish, 5 per Cent.	704	704	704	704	704	704
Greek, 5 per Cent. ....	.....	.....	.....	.....	.....	.....
Ditto, 1825, 5 per Cent. ....	.....	.....	.....	.....	.....	.....
Mexican, 5 per Cent. ....	.....	.....	.....	.....	.....	.....
Ditto, deferred do. ....	.....	.....	.....	.....	.....	.....
Ditto, 1825, 5 per Cent.	24	24	24	24	24	24
Ditto, def. do. 5 per Cent. ....	.....	.....	.....	.....	.....	.....
Nepoleon, 5 per Cent, 1824 ..	.....	.....	.....	104	104	104
Peruvian, 5 per Cent. ....	.....	.....	.....	.....	.....	.....
Portuguese, 5 per Cent.	74	74	74	74	74	74
Ditto, New 5 per Cent.	344	344	344	344	344	344
Ditto, 5 per Cent.	214	214	214	214	214	214
Prussian, 4 per Cent. ....	.....	.....	.....	.....	.....	.....
Russian, 1827, 5 per Cent.	112	112	112	112	112	112
Ditto, 5 per Cent.	209	209	209	209	209	209
Ditto, passive	44	44	44	44	44	44
Ditto, deferred	80	80	80	80	80	80
Dutch, 2 1/2 per Cent.	504	504	504	504	504	504
Ditto, 5 per Cent.	1004	1004	1004	1004	1004	1004
Ditto, New, 1827	1000	1000	1000	1000	1000	1000

PARNON FUNDS:

	PARIS.					LONDON.		
	Feb. 26	Mar. 5	Mar. 12	Mar. 19	Mar. 26	Mar. 2	Mar. 7	
per Cent. Ann.	111.	111.10.	111.20.	111.80.	111.50.	...	111.75.	
Ex. on Lond. 1 m. dis.	257. 74.	257. 74.	257. 74.	257. 74.	257. 10.	...	257. 40.	
ditto 3 m.	247. 92.	247. 92.	247. 92.	247. 92.	257. 00.	...	...
4 per Cent. Ann.	102.50.	102.50.	102.50.	102.50.	102.50.	...	...
Exchange	797. 80.	797. 40.	797. 80.	797. 100.	797. 80.	797. 20.	797. 40.	
per cent.	2502.	2505.	2507.	2509.	2508.	2507.	2507.	
Bank Shares ....	...	...	...	...	...	...	...

IRISH FUNDS,

March 7, 1899.					
Bank Stock		100	Royal Canal Stock		2 1/2
..... do per ct.		100	Patriotic Insurance	10	0 1/2
Ditto Stock		do per ct.	Provin. Bank of Ireland	25	0 1/2
Ditto New		do per ct.	Hibernian Bank	25	0 1/2
Ditto ditto, reduced		do per ct.	Grand Canal Stock		2 1/2
Cornwall		do per ct.	City of Dublin	7	0 1/2
City Debentures		do per ct.	City of Dublin Steam Co.	100	0 1/2
Tobacco Bill		250 per stem	Kingsdown Railway	60	0 1/2

AMERICAN FUNDS

Memoranda	London	London	Memoranda	London	London
New York 5 1850	93 1/2	103 1/2	Louisiana 8 1844 7, 50, 3.	93 1/2	4
5 1850			Mississippi .. 6 1861, 6, 71		
5 1850			INCORPORATED BANKS.		
Pennsylvania 1850, 40, 41.			Per Cent.		
5 1850			United States .. 8 1860.	34 1/2	55 119 1/2
5 1850, 4	93 1/2		Louisiana State .. 10 1870.		
5 1850			Bank of Louisiana 8 1870.		
5 1850	93 1/2	104 1/2	N. Orleans, Canal & R. Co.		60 93
5 1850, 62	93 1/2	104 1/2	City Bank		
5 1850	93 1/2	104 1/2	New York Life and Trust 5	40	
Maryland 5 1870	100		Tennessee Planters 5		97
Ohio	110 1/2		Mississippi .. 10		100 1/2
			Exchange at New York ..		100 1/2

COURSE OF EXCHANGE.

[illegible]

PRICES OF METALS.

[illegible]

TIDE TABLE.

	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Water	1.5	2.0	2.5	3.0	3.5	4.0	4.5
Temperature	7.0	8.0	9.0	10.0	11.0	12.0	13.0

PRICES OF SHARES.

No. of Mines	Name of Mine	Amount of Stock Owned by British Capital	By British Capital	By Foreign Capital	By Private Capital
599	Anglesey	1000	5	10	8-10
1,000	Argenta Iron & Coal Co.	60	30	30	—
4,000	Blaize Bridge	5	5	4	9-8
5,000	Blaenavon	300	40	40	40-40
8,000	Boringdon Park	20	3	—	1-1
3,000	British Tin	25	25	—	—
30,000	British Iron	50	50	—	84-8-9
9,000	British Iron	—	41	55	30-3-0
1,000	Caerphilly Lead Co.	—	34	2	2-2
2,000	Cardiffian Lead Co.	—	34	2	2-2
2,000	Cornwall Great United	123	9	3	2-2
5,000	Dartmoor Consols.	—	5	34	8-3
10,000	Darlington County Coal Co.	50	28	—	—
2,000	East Cornwall Tin, &c.	10	4	3	3-3
2,000	East Wheel Brewery	—	24	2	1-1
1,000	East Muberry Hills	23	123	7	7-7
2,000	Edgell	—	34	2	2-2
5,000	Hibernian	84	9	24	24-0-0
1,000	Holmbush	100	4	36	25-0-0
2,000	Lale of Serk (Guernsey)	—	52	11	11-1-1
2,000	Kellewrie	—	3	24	—
1,000	Mining Co. of Ireland	24	7	124	12-2-2
5,000	Portland Consols.	—	19	10	2-2
2,000	Polbreton	—	3	3	3-3
2,000	Reliance	—	—	27	27-27
5,000	Redmoor Consolidated	—	3	44	5-5
5,000	Rhymney Iron	—	40	37	36-3-3
3,000	St. Hilary	24	12	4	4-4
800	South Town	100	10	—	—
4,000	Tregollan	—	5	2	1-1
10,000	Tregollan	—	5	2	1-1
4,500	Trehear Consols.	5	44	1	3-3-1
4,500	Tamar Consols.	—	3	4	4-4
5,000	Tin Croft	100	64	7	6-7
194	Trevausk.	—	64	83	85-8-3
3,000	Trevelva.	10	8	—	—
4,000	United Hills	—	8	12	12-2-2
2,000	West Cork	—	5	34	3-3
5,000	West Cork	50	50	—	—
2,000	Wh. Bark Embsay	200	30	1	1-1
2,000	Wh. Bark Osborne	—	28	24	24-24
5,000	Wh. Barn & Montague	10	10	8	8-8
2,000	West Treasacan	5	2	—	1-1
5,000	Wicklow Copper	—	5	8	8-8
5,000	West Wicklow Jewel	—	5	8	8-8
5,000	Western Mining	15	12	12	12-12
5,000	Western Mining Assn.	—	1	—	—
5,000	Wh. Water Siders	—	4	—	4-4
256	Wh. Prosper (Stillyans)	—	34	40	44-44

FOREIGN MINES.

1,000	Allen Mining Company	15 1/2	11	11 1/2
1,000	Anglo Mexican Co.	100 100	1	1
574	D. Subscription	25 25	1	1
1,000	Bolanos	150 150	75	70 75
1,000	Ditto Scrip	—	35	40 40
1,000	Brazilian Imperial	355 350	16	18 16
1,000	Bolivar	200 200	25	25 25
1,000	Ditto Scrip	—	30	35 30
1,000	Cata Branca } Brazilian	140 74	2	2 1/2
1,000	Correia } Co.	10 24	21	22 21
1,000	Candonga Mining Co.	200 74	54	64 50
1,000	Cobre Copper Company	40 40	41	40 41
1,000	Colombian Co. regis.	55 50	34	34 35
500	Ditto, New	11 11	—	—
1,000	Copacabana Mining Co.	200 138	16	10 10
1,000	Copacabana Mining Association	20 17	7	7 7
351	Mexican Company	60 55 5	5	5
1,000	Mocabaes and Comas	25 25	17	16 17
1,000	Minas Geraes	25 10	7	6 7
1,000	New Granada	10 6	64	44 65
352	(Real del Monte, regis. Unregistered)	140 130	79	92 90
1,000	Ditto Loco Notes	150 150	160	160 160
500	Rio de Amor.	—	34	—
1,000	St. John d'el Rey	20 14	34	34 34
1,000	United Mexican	40 40	49	12 12
1,000	Red New Scrip	—	8	2 8
1,000	Black Scrip	—	4	4 4
1,000	Union Gold	—	94	—
		4	4	4 4

RAILWAYS.

500	Ayrtonbury	20	60	40	40
500	Birmingham and Derby	100	40	24	24
500	Birmingham & Gloucester	100	40	24	24
500	Birm. Brst. & S. Th. Junc.	20	12	—	—
500	Boston and Brighton	100	60	40	40
500	Canter. Shares	20	20	—	—
500	Canter. and Exeter	100	20	80	70
172	Can. & Whitstable	50	20	—	—
530	Cheltenham	100	100	10	10
500	Chester & Birkenhead	50	20	50	30
500	Chester and Crewe	50	20	—	—
500	Do. Extension	50	30	0	0
500	Cheltenham & Gt. Western	100	20	14	11
500	Chelt. Oxford and Tring	50	30	60	60
500	Clarence	100	30	30	30
500	Dublin and Drogheda	50	10	7	7
500	Dublin and Kingstown	50	70	70	70
500	Dublin and Kilkenny	100	24	4	4
500	Durham	20	34	—	—
500	Durham & W. Junction	20	34	—	—
500	Durham & Sunderland	20	45	30	45
500	Durford Junction	20	1	14	14
500	Eastern Counties	20	13	104	104
500	Edinb. Leith & Glasgow	20	7	6	6
500	Edinburgh & Newhow	50	10	7	7
500	Forest of Dean	20	50	40	40
500	Glasg. Paisley & Ayrsh.	100	10	94	94
500	Glasg. Paisley & Green	20	8	73	73
500	Grand Junction	100	20	20	20
500	Gr. New	50	20	64	64
500	Great North of Eng. land	100	30	13	14
500	Great Western	100	108	74	77
500	Hartlepool	100	14	14	14
500	Hull and Selby	20	15	15	15
500	Ken. & Leigh Junction	50	2	—	—
500	Kent Marine	50	2	—	—
500	Leamington & Victoria	50	2	—	—
500	Leeds and Ripley	100	40	60	60

PRICES OF SHARES.

No. of Shares	NAME OF COMPANY	Amount of Shares	Amount Paid	Amount Unpaid	Amount Paid	Amount Unpaid
10,000	Anglo Mexican Mint	10	10	10	10	10
10,000	Anti Dry Rot	17	17	17	17	17
10,000	Asphalt (Claridge)	10	10	10	10	10
10,000	Australian Agricultur.	10	10	10	10	10
1,000	Auction Mart Co.	10	10	10	10	10
5,000	Brit. Brick & Patent Salt	50	50	50	50	50
5,000	Bahia Steam	10	10	10	10	10
5,000	British Alkali	10	10	10	10	10
6,000	Brit. Americ. Land Co.	10	10	10	10	10
20,000	Brit. Agric. Loan Co.	100	100	100	100	100
10,000	Canada Company	100	100	100	100	100
10,000	Canada (Upper) Bonds	100	100	100	100	100
5,000	Eastern Coast of Canada (A. Deb.)	10	10	10	10	10
70	Crested Garden Th.	100	100	100	100	100
300	Dry Land Co.	100	100	100	100	100
5,000	Droitwich Patent Salt	10	10	10	10	10
2,122	D. O. Proprietors	100	100	100	100	100
10,000	Edinburgh & Leith Glass	10	10	10	10	10
2,500	Essex Marine Salt	10	10	10	10	10
1,000	Equitable Discount Co.	100	100	100	100	100
20,000	General Steam Navig.	10	10	10	10	10
2,100	Hungarford Market	10	10	10	10	10
10,000	Irish Harb. & Dock	10	10	10	10	10
5,000	Land. River. Inter. Soc.	10	10	10	10	10
1,800	London Corn Exchan.	10	10	10	10	10
8,000	Land. Coasthous. Co.	10	10	10	10	10
50,000	Land. Equit. Loan Co.	10	10	10	10	10
50,000	Mexican South Amer.	10	10	10	10	10
5,000	New Corn Ex.	10	10	10	10	10
5,000	New Brunswick (Land)	10	10	10	10	10
10,000	Rio Dece	10	10	10	10	10
2,700	River Interest Society	10	10	10	10	10
2,600	Ditto " "	10	10	10	10	10
220	River Shipping Co.	10	10	10	10	10
2,000	Shotts Iron Foundry	10	10	10	10	10
10,000	South Australian	10	10	10	10	10
10,000	Safety Carriage Co.	10	10	10	10	10
4,000	Thames Tunnel	10	10	10	10	10
10,000	Van Dieman's Land	10	10	10	10	10

CANALS

No. of Shares.	NAME OF COMPANY.	At Share of 100.		Amount Paid.	Per Cent.	Dividend Paid.	Next Dividend Payable.
1,700	Ashton and Oldham...	98	98	132		7	Mar.
1,402	Ashey-de-la-Zouch...	115	115	690		4	Oct.
720	Barnsley...	160	160	280		13	Jan.
1,260	Basingstoke...	100	100	...		...	...
1,600	Brecknock & Abergav...	150	150	90		...	...
4,000	Birmingham, 1 1/4th Share	7 1/2	7 1/2	218	9 1/2	Jan.	...
4,000	Do. & Liverpool Junction.	100	100	20		...	...
427	Bolton and Bury...	250	250	...		...	...
712	Bridgewater & Tandon...	100	100	...		3	Aug.
400	Chesham & Blackwater...	100	100	61		4	Jan.
5,000	Carlisle...	...	21 1/2	...		...	...
400	Caventry...	100	100	...		4	Nov.
1,400	Chesterfield...	...	...	390		2	Jan.
400	Croftford...	100	100	...		...	...

ASSURANCE COMPANIES.

000	Albion	100	20	224	24	Dec.
000	Alliance Brit. & Forei.	100	104	10	8	Oct.
000	Do. Marine	100	0	0	0	Jan.
000	Atlas	50	5	14	9	July
000	Birmingham, Fire...	250	53	187	8	May
000	British Fire	100	30	40	4	Rep.
000	British Commercial	50	5	6	8	Dec.
000	Brit. Med. & Gen. Life	100	75	0	0	Aug.
000	City	100	75	43	28	Oct.
000	Edgale	50	5	5	5	Oct.
000	Edinburgh Life	100	250	375	0	Jan.
027	European Life	70	20	22	10	Jan.
000	Little New	20	2	1	2	Jan.
000	Globe	100	100	140	7	Dec.
000	Guardian	100	27	40	5	July
000	Hercules	50	5	10	5	...
000	Imperial	50	5	0	0	Rep.
000	Hope	50	50	187	0	Dec.
000	London Life	100	10	100	0	July
035	Lawson's Co. of Insur.	100	0	25	0	Sept.
000	Language Mut. of Insur.	...	10	...	...	...
000	Kent Fire	50	50	...	...	Feb.
000	Do. Life	...	...	70	0	...
000	Law Life	100	10	20	10	April
000	Liverp. Marine Assur.	...	30	...	...	...
000	London, Fire	25	125	175	1	Rep.
000	London, Ship	25	125	18	0	Rep.
000	North British	50	5	10	0	...
000	National Life	100	0	10	0	Jan.
000	Palladium Life	50	2	24	5	July
000	Providence	...	1	...	...	...
000	Providence Life	100	10	30	1	June
000	Rock Life	20	0	54	0	Oct.
020	Royal Exchange, Stock	...	...	220	0	Dec.
000	Scottish Union	...	1	...	...	...
000	Standard of England	50	5	...	...	May
000	Star	...	...	204	...	Dec.
000	Standard Life	100	0	1	...	May
000	Union	...	...	103	...	...
000	University Life	50	5	74	2	July
000	United Kingdom Life	20	0	...	...	...
000	Westminster Life	100	10	...	...	...
000	West of Scotland	...	10	...	...	...

PRICES OF SHARES.

Value of Shares	NAME OF COMPANY	Amount of Shares	Amount of Capital	Dividend	Interest	Rate of Interest	Year of Issue
25,000	Agric. & Com. of Ire.	25	10	—	—	—	—
5,000	Australian	40	40	8	—	—	Jan.
1,500,000	Bank of Scotland	40	854	204	8	—	—
22,000	Birmingham Bank	29	19	25	10	—	Sept.
500,000	British Linen Co.	100	100	—	—	—	—
20,000	British North Amer.	50	25	205	19	—	—
100,000	Commercial	5	5	44	7	—	—
20,000	Colonial	100	25	304	—	—	—
5,000	Equitable Loan Co.	—	9	10	—	—	—
10,000	Foreign Banking Co.	3	3	9	—	—	—
2,000,000	Glasgow Union	50	50	68	—	—	—
—	Glostershire	20	10	5	—	—	Feb.
5,000	Hampshire	10	5	—	10	—	Aug.
10,000	Hibernian	100	25	21	4	—	—
5,000	Devon & Cor. Bg. Co.	—	20	26	—	—	—
30,000	London & Westminster	100	20	244	5	—	Mar.
5,000	Lancaster	100	20	—	10	—	Aug.
25,000	Liverpool	100	124	237	6	—	July
60,000	London Joint Stock Co.	50	10	13	5	—	June
50,000	Manch. & Liver. Co.	100	13	164	74	—	Mar.
50,000	Manchester	100	25	27	74	—	Oct.
25,000	Monm. & Glam.	10	10	16	—	—	—
20,000	North & South Wales	10	10	164	6	—	—
5,000,000	National Scotland	10	10	13	—	—	—
20,000	Natl. Bank of Ireland	50	174	17	5	—	—
10,000	Nat. Provincial Eng.	100	50	30	5	—	—
50,000	Nor. & Cnt. B. of Eng.	10	10	8	5	—	Dec.
10,000	North Wilts.	25	8	9	7	—	—
20,000	Prov. Bk. of Ireland	100	25	43	8	—	July
4,000	Edin. New	10	10	17	8	—	—
2,000,000	Royal of Scotland	—	109	—	—	—	—
7,000	South African	—	5	5	—	—	—
20,000	S. of Ireland, Cork	25	5	5	—	—	—
4,000,000	Western of Scotland	—	30	—	—	—	—
20,000	W. of Eng. & S.W. Dis.	20	124	124	5	—	July
20,000	Wilts and Dorset	15	74	74	5	—	—

GAN LIGHT AND COKE COMPANIES

2,000		10		—	
2,500	Albion	20	16	11	Sept.
600	Bradford	25	23	—	—
5,000	British	40	16	204	Nov.
5,000	D. Provincial	20	19	245	—
928	Birmingham	50	50	50	July.
2,490	Birm. & Staffordshire	50	50	4	Sept.
600	Brenford	50	70	4	April
4,250	Bristol	20	20	56	2 Feb.
1,500	Brighton	20	13	50	—
750	D. New	20	18	9	—
2,471	Brighton, General	20	20	104	Nov.
3,063	Carlisle	25	—	—	—
4,000	Continental Consolidat.	75	624	90	—
240	Canterbury	50	50	55	Jan.
700	Chelmsford	50	50	42	4 Dec.
500	Chesham	100	100	75	Oct.
1,000	City of London	100	100	105	10 Sept.
1,000	D. New	100	60	114	Dec.
800	Coventry	25	25	25	—
200	Derby	50	50	—	—
180	Dover	50	50	—	—
600	Dudley	20	20	184	5
4,500	Edinburgh & York	25	25	—	—
—	Edinburgh & York	25	25	—	—
240	Exeter	50	50	—	—
4,000	Equitable	50	50	244	April
600	European	20	13	—	Aug.
4,450	Glasgow	25	—	—	—
5,000	Greenwich Railw. Gas	—	1	—	—
6,000	Imperial	50	50	50	5
100	D. New	100	100	—	4
1,200	Ipswich	20	10	—	—
800	Isle of Thanet	25	20	5	Aug.
2,550	Independent	50	50	48	6 Oct.
240	Leicester	50	50	—	—
750	Leith Coal Gas	20	20	—	—
500	Liverpool	242	242	10	7
—	D. N. Gas & Coke	100	100	—	—
—	D. (New Do.)	50	50	100	10 Feb.
200	Maldstone	50	50	3	June
9,000	Phoenix	50	39	28	3
579	Portsea	—	55	—	—
304	Poplar	50	50	—	—
500	Ratcliff	100	80	58	4 Sept.
400	Rochedale	—	15	—	—
1,600	South Metropolitan	50	60	—	24 Aug.
500	Sheffield	—	164	—	—
100	Shrewsbury	—	10	—	—
120	Swansea	50	50	—	—
2,500	United General	50	49	39	8 Jan.
240	Warwick	50	50	80	5 Jan.
400	Warkfield	25	25	224	11 Jan.
500	Warrington	50	50	11	Oct.
500	Westminster	50	50	23	1
200	Wilton New	50	10	104	12 Dec.
200	Worthing	50	50	—	5 Aug.

DOCK.

0,1665 Commercial	100	100	65	8	July
East and West India Stock	100	100	115	..	Jan.
1,338 East Country	100	100	94	..	Dec.
0,81025s 10 London. 51k	..	..	64	21	Dec.
Ditto Bonds	..	..	101	4	Dec.
2,300 Bristol	147	147	80	3119	Dec.
58,624 Ditto Note	..	..	113	5	Nov.
578 Folkestone Harbour	50	50	..	..	..
15,000 Ditto Bond	..	..	..	5	..
11,000 Great Colliery Stocks	100	100	114	..	..
62,732st. Katharine, Stock	100	100	114	..	Jan.
20,000 Ditto Bonds	..	..	101	44	Oct.
90,000 Do. Bonds for 10 years	..	..	101	4	Oct.
2,500 Deptford Pier	30	3	11	..	..
Southampton	50	5	22	..	..

BRIDGES.

000	Hammersmith.....	50	50	21	1s	Jan
231	Southwark w. new sub.	65	65	2	..	..
700	Do. New of 7½ per cent.	50	50	14	1½	Dec.
648	Vauxhall.....	70	70	23	17s	Dec.
000	Waterloo.....	100	100	24	..	..
000	Do. old Annuities of 5l.	60	60	24	16s	Feb.
000	Do. new do. of 7l.	40	40	20	16s 4	Feb.
000	Do. Bonds.....	..	..	120	5	Feb.

WATER WORKS.

90	Birmingham	25	33	20	9s	—
91	Colchester	100	100	—	—	—
93	East London	100	100	172	6	Jan.
94	Glasgow	10	10	—	—	—
95	Grand Junction	404	404	60	24	Jan.
96	Edinburgh Joint Stock	25	25	—	—	—
97	Kent	100	100	43	3	Jan.
98	Liverpool Rootie	220	220	326	19	Jan.
99	New River Loan, Bridge	—	—	—	—	—
100	Water Annuitie	—	—	62	28	Oct.
101	Manchester & Salford	100	100	54	19	Mar.
102	Portsea Island	50	50	—	—	—
103	Portsmouth & Portsmouth	50	50	21	1	—
104	Ramsgate	10	10	16	—	—
105	Southall, late St. Land.	100	100	101	44	Oct.
106	West Middlesex	631	631	104	44	Dec.
107	York Building Co. L. P.	100	100	30	114	Oct.

ROADS

103 Archw. and Kent Tr.	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
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Adelaide Coll. of Science	20
London, W. Browne Tuck	75	75	10
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Russell	10	10	4
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